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## American Railroad Journal.

New York, Saturday, January 11, 1868.

### Car Wheels, their Formation and Causes of Breakage.

With the frequent accidents caused by the breaking of car wheels, we know of no subject connected with railways, demanding greater attention on the part of engineers, than the use of the strongest wheels.

In most treatises on iron, the texture of cast iron is said to be granular, it is in fact crystallized as found by chemical experiment and microscopic investigation. Crystals of gray iron being octahedral, their maximum limit when cubic being  $\frac{1}{16}$  of an inch in linear dimension, and about  $\frac{1}{1000}$  of a grain in weight; crystals in white or chilled iron are smaller, and most frequently occur in six sided prisms, sometimes connected in fascicles by their ends, at other by their sides, in a sort of stellated or radiated arrangement, as may be readily observed in a fragment from the tread of a chilled wheel.

The density of cast iron is from 7.1 to 7.5, of a porous nature, under hydraulic pressure water having been forced through four inches of metal. By remelting in an air furnace, its strength has been increased up to twelve meltings, though the

same result has not been found with the cupola.

The purer the iron is from foreign particles the greater cohesion its crystals have with each other, which constitutes the difference between strong and weak irons. So great is its affinity for other substances, that its ores are seldom found pure, and as the foreign matters form the quality of the metal smelted from the ores, it is evident, that each peculiarity of the ore is imparted to the iron made from it.

The best qualities of charcoal pig iron, give by analysis: Iron, 96.992 per cent.; Carbon, 2.800; Silicon, 0.208, with traces of manganese and copper. The tensile strength of the pig, from 18,000 to 28,000 pounds per square inch. Remelted iron from 31,000 to 41,000 pounds.

Charcoal, the fuel with which the ores are smelted, when new and pure; consist of carbon 97 parts, ashes 3 parts. When old, carbon 85 parts, water 12 parts, ashes 3 parts. The best qualities of ores and the fuel show an entire freedom from either sulphur, or phosphorus.

The effect of sulphur on iron is to cause brittleness at all temperatures, red shortness when hot, to such a degree that experiment has shown that even  $\frac{1}{1000}$  of sulphur is enough to produce brittleness, and  $\frac{1}{100}$  red shortness.

Phosphorus imparts the quality of cold shortness at low temperatures, and there are but few irons in which a trace of this substance cannot be found. One per cent. of phosphorus rendering iron to be of a very bad quality and of limited use.

In the manufacture of car wheels, the pig metal is melted with anthracite coal in the cupola. Anthracite coal contains carbon 88.50 parts, volatile matter 7.50 parts, ashes 4.00. Average specimens of white ash anthracite coal from Pennsylvania contains in 100 parts, sulphur 0.91 per cent. All varieties of hard coal contain sulphur in a more or less degree, combined with iron in the form of iron pyrites, disseminated through the coal. Anthracite iron, or iron smelted with anthracite coal, from its want of strength owing to the sulphur and other impurities in it, is never used for car wheels.

Having noted the peculiarities of the best charcoal irons, and charcoal, as compared with anthracite iron and anthracite coal, it becomes a

matter of much importance to inquire how far these elements effect the car wheels as generally supplied to Railroad Companies.

But few, if any, railroads would be willing to risk the use of car wheels made from anthracite iron, even if a proper chill could be put on them to ensure wear. The general practice is to remelt the old car wheels with anthracite coal, using from one-third to two-thirds of new metal. With each remelting, the affinity of the iron for foreign substances absorbs the sulphur from the coal, resulting, with each remelting of the old wheels, in a weaker iron, and thus the process goes on from year to year.

How near the mixture thus made, claimed to be pure charcoal iron, is to the genuine article, can readily be conjectured; but with this process comes poor wheels, breakage and loss of life.

Cast iron when in constant vibration, as in a car wheel in use under express cars, soon wear out, or "become tired," the granular formation is disturbed by the repeated jar of continued motion, as is evident by the failure of wheels under express cars, with less mileage than wheels under cars or engines with frequent stops or long periods of rest.

Another great cause of breakage is due to the extreme pressure used in pushing the wheels upon the axle; a pressure of 10 to 12 tons per wheel holding it fast, as well as 30 or 40 tons as is frequently used, which strains the wheel, ending in a cracked wheel after a short time in use.

With a knowledge of these facts, the Ramapo Wheel and Foundry Co., in connection with the Richmond Iron Works of Berkshire County Mass., in 1866, established an extensive car wheel works at Ramapo, N. Y., on the Erie Railway, for the purpose of making wheels entirely of pure metal from the Richmond and Salisbury Mines.

The Richmond iron famous for ordnance—the U. S. Government having used not less than twelve thousand tons for guns—and recently so successfully tried in the Rodman Gun trial at Shoeburyness, England, having a tensile strength of from 31,000 to 41,000 pounds per square inch, has proved itself to be one of the strongest of cast irons for guns.

To ascertain its relative strength in car wheels, experiments were made by the Pennsylvania Rail-

road Co., July 17th, 1867, in comparison with the wheels in use on this road as follows:

No.	Maker.	Size.	Weight.	*Blows.	Total.		
		in.	lbs.	on each wheel.	No. of Blows.		
1	Omitted	33	496	49	24	13	86
2	"	33	631	21	21	45	87
3	"	33	546	9	7	23	39
4	Ramapo	33	519	59	152	80	291
5	Omitted	33	549	36	28	..	64
6	"	32	513	51	43	..	94
7	"	33	510	20	9	12	41

\* Each wheel was tested in three places, if not destroyed by previous blows.

By the first set of blows given, all of the wheels, with the exception of the Ramapo wheel, were entirely destroyed, the subsequent blows being given to test various portions of the remaining plates.

The Ramapo wheel, with each trial was only dented or crushed in, and after many repeated blows on the rim, a portion was broken out to show the texture of the iron.

As to the wearing qualities of the Ramapo wheel, the Erie Railway Company report them equal to any in use.

On the Morris and Essex Railroad, out of 700 wheels in constant use over nine months, with a constant load of 10 tons per car, running 400 miles a week, but one wheel has failed, and that caused by accident. Similar results are reported from other roads using them. We learn that the Erie, Pennsylvania, Central Railroad of New Jersey, N. J. R. R. and Transp. Co., Morris and Essex, Atlantic and Great Western, etc., are using them for their passenger equipment. The cost is somewhat higher than the ordinary class of wheels, but the wear and great security amply repay it.

#### Montreal Ocean Steamship Co.

We notice that the Montreal Ocean Steamship Company is building two new vessels of 3,000 tons each, to be respectively called the "European" and "Abyssinian." It may not generally be known, but it is nevertheless a fact, that the Messrs. Allans are now the largest steamship owners on the continent. Their Liverpool line may now be said to comprise 11 vessels, of a total of 27,168 tons, and their Glasgow line 4 vessels, of 5,757, or together 15 splendid full powered iron screw steamers, of an aggregate of 32,925 tons. No other company on this side of the Atlantic can show such a large and fine fleet, for it may be said to be principally owned in this city. There is another fact in this connection which we would draw attention to. These 3,000 ton vessels are intended to come up to Montreal. Ship owners abroad may therefore form some idea of the capacity of our harbor and the channel which leads up to it.—*Montreal Gazette.*

#### Railroad from Omro to Oshkosh.

The vote of the city of Oshkosh in favor of a loan of \$30,000 dollars of its credit for the purpose of completing the St. Paul road from Omro to Oshkosh is really an important event in the railway history of our city. The Chicago and Northwestern has heretofore reaped nearly all the profits on the business of the thriving towns on and around Lake Winnebago. Oshkosh alone is one of the thriftiest and largest business centers in the state. As soon as the direct connection is completed via Omro, our city will secure a good portion of that business. Of that there seems to be no doubt. The railroad should have been constructed before, but better late than never, and now our business men may rejoice at the certain prospect of a railroad connection with the Winnebago country.

The Oshkosh people have a promise from the St. Paul railroad that so soon as they secured a

certain amount of money for the construction of the road, the ten miles would be put under contract without delay. As the requisite amount has been secured it is probable that the direct connection will be formed with Oshkosh by the first of July next, and it can be said without exaggeration that the St. Paul company never entered upon the laying of ten miles of additional rail that will add more to their business or secure a greater per centage upon the cost than this same link between Omro and Oshkosh. The distance to that city by a route that looks circuitous is only seven miles further than by the Northwestern, via the Minnesota Junction and the old La Crosse railway.—*Milwaukee Wisconsin Jan. 1.*

#### Boston and Providence Railroad.

The earnings of this road for the fiscal year ending ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers.....	\$651,756 12	\$640,441 78
" freight.....	490,334 67	380,301 52
" rents.....	11,421 96	13,531 08
" expresses.....	13,933 07	12,970 04
" mails.....	9,575 00	9,175 00
" interest received	6,783 22	3,527 98
" divid'ds on stock	7,000 00	6,200 00
Totals .....	\$1,190,784 04	\$1,066,147 85

#### Expenses, viz:

Coal, wood and water.	\$92,625 54	\$85,585 25
Repairs of railroad....	69,253 98	76,710 12
New sleepers.....	14,000 00	14,000 00
New iron.....	38,713 19	32,368 83
Repairs of locomotives.	84,624 34	45,074 03
" pass. cars....	33,026 06	37,875 10
" freight cars....	40,000 00	33,670 72
" stations, etc.	60,000 00	42,522 17
" bridges.....	12,000 00	12,000 00
" fences.....	5,000 00	4,575 62
Snow account.....	1,000 00	5,338 05
Gratuities and damages	5,000 00	13,010 72
Passenger expenses....	73,490 25	88,547 68
Freight ".....	110,989 64	97,268 54
Miscellaneous ".....	18,359 53	19,489 77
Switch and gatemen..	19,459 01	23,199 48
Taxes and insurance..	25,797 10	23,937 76
Waste for cleaning cars etc.....	2,398 81	2,006 58
Oil for engines, cars, etc.	8,973 84	6,481 77
Labor carrying mails..	1,693 81	864 73
	\$716,405 10	\$714,727 67

U. S. Government and State tax .....	88,548 64	74,117 22
Interest paid on bonds.	1,186 25	1,850 00
Totals .....	\$806,139 99	\$790,194 89

Net earnings .....	\$384,644 05	\$275,952 46
Add balance from previous year ..		542,051 38
Total .....		\$818,003 84

Dividends July 1, 1867, and January 1, 1868, 5 per cent. each .....		\$336,000 00
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Additional tax claimed by government on amount added to funds for renewal, and cost of new stations, new cars and locomotives, from June 30, 1864, to Nov. 30, 1866 .....		11,159 35
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Paid on account of new engine house at Roxbury .....		48,448 01
Paid on account of new bridge at India Point, Providence .....		23,029 39
Balance to new account .....		399,367 09

Total, as above .....		\$818,003 84
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Compared with the previous year, the gross earnings show a decrease of \$124,636 69; with a decrease in expenses of \$15,945 10—making a decrease in net earnings of \$108,691 59. The report says:

This apparent diminution of the net earnings of the road for the year, is so far attributable to

exceptional causes, that the directors have not deemed it expedient to diminish the rate of the customary dividends, nor to withhold the necessary expenditures required to meet the reasonable claims of the public for increased facilities of travel and transportation, and of keeping the road and all its appointments in a condition for first-class service.

That they have been enabled to pursue this course, consistently with a prudent regard to the permanent interests of the corporation, is due to the system adopted by its managers in previous years, and to which the attention of the stockholders has been repeatedly called in the annual reports, of laying aside a portion of the earnings from year to year, to meet the exigencies which must inevitably arise from the fluctuations of business, and thereby to secure an approximation to uniformity in the operations and results of this species of property.

The comparatively less prosperous results of our last year's operations, as compared with those immediately preceding, are susceptible of an obvious and satisfactory explanation.

In addition to the anticipated reduction of our gross receipts consequent upon the termination of the civil war, when all our resources were taxed to their utmost to meet the demands of the Government, as well as of the general public, we have felt to a very considerable extent, in common with other railroads, the influence of an unusually depressed condition of the commercial and manufacturing interests of the country.

But the special causes to which this exceptional exhibit of our operations for the year are due, are to be found in the fact, that for more than one half of the entire year, owing to the breaking up of the Stonington Line by the destruction of its steamers, we were deprived of a very large proportion, especially in freight, of our through business to New York. This with the further diminution of our Boston and New York freight business arising out of the establishment of new outside lines, and the more strenuous competition and reduced rates resulting therefrom, has made a difference in our gross receipts for the year, nearly, if not quite equal to the whole amount of the net decrease in the earnings of the road. The principal of these causes has now ceased to operate, and the result is apparent in the increase of our receipts in the latter over the earlier period of the year. The establishment of the new Bristol Line, with its unequalled attractions as a through line between Boston and New York, both in its magnificent steamers, and in the first class railroad service we have contributed to it, together with the early resumption of our connection with the old and favorite Stonington Line, by the placing of new steamers on that route, cannot fail to make large additions to our business for the coming year.

During the year there have been carried in the cars 2,128,246 passengers, against 2,003,447 carried in 1866, an increase of 124,799—of whom no one was injured while in the cars, or from any cause involving a want of care on the part of any one in the service of the corporation.

There have been laid during the year about a thousand tons of new rails, seven hundred of which are of steel. The greatly enhanced cost of these over iron, although requiring a large present outlay, will so diminish the cost of renewals as to sensibly reduce this formidable item in the expense account of future years.

We have largely increased the equipment of the road both in passenger and freight cars, the former of a quality unsurpassed by any in the country—and have added to our motive power one new engine by purchase, and have substantially rebuilt another at our own works.

The last instalment of our bonds was paid on the 1st inst., and the directors congratulate the stockholders that the road is now free from debt, funded or floating.

The equipment of the road consists of: 31 locomotives, 46 $\frac{1}{2}$  passenger, 12 baggage, 200 house, 37 platform, 48 coal and 115 gravel cars. Miles



run by engines, 448,521. Cost of fuel per mile, 18.59 cents.

BALANCE SHEET, Nov. 30.

	1866.	1867.
Construction.....	\$3,152,600 00	\$3,152,600 00
Equipment.....	207,400 00	207,400 00
Notes receivable....	40,955 03	955 03
Cash.....	189,886 02	30,030 91
Cash for dividends...	3,896 00	5,356 00
Cash balances due the corporation.....	44,133 22	44,987 45
Land that may be sold	52,618 15	51,628 15
Shares B. & P. R. R.	30,000 00	30,000 00
Shares Stoughton Br.	40,000 00	40,000 00
Balances due the Co.	60,109 71	11,478 00
Materials on hand...	166,668 49	149,104 75
Real estate.....	103,039 01	103,039 01
Cost of land and filling in.....	228,863 29	228,863 29
	\$6,270,168 92	\$4,057,438 19
Capital stock.....	\$3,360,000 00	\$3,360,000 00
B'ds payable in 1868.	15,000 00	.....
Dividends unclaimed	3,896 00	5,356 00
" due Jan. 1.	168,000 00	168,000 00
Cash balances due other corporations.	41,974 27	30,332 73
Renewal bonds.....	139,247 27	94,382 37
Surplus earnings....	542,051 38	399,367 09
	\$4,270,168 92	\$4,057,438 19

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, C. H. Warren, G. W. Hallet, Sam'l T. Dana, J. Huntington Wolcott, T. P. I. Goddard.

Superintendent.—A. A. FOLSON.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers.....	\$276,186 84	\$190,359 20
" freight.....	270,874 00	320,731 78
" mails.....	6,300 00	6,300 00
	\$553,360 84	\$517,390 98

Expenses, viz:

	1866.	1867.
Motive power.....	\$63,387 05	\$68,559 59
Conducting transp....	66,701 98	84,134 91
Maintenance of way....	90,647 95	146,837 98
Maintenance of cars....	14,632 45	20,081 55
General expenses.....	12,262 16	11,250 00
Materials.....	16,547 46	2,129 42
Construction and equipment.....	110,363 77	107,154 81
	\$374,492 82	\$440,148 26

	1866.	1867.
Net earnings.....	\$178,868 02	\$77,242 72

The receipts of the company from all sources during the years named have been as follows:

	1866.	1867.
Balance from previous year.....	\$161,615 08	\$251,191 78
Earnings as above.....	553,360 84	517,390 98
Interest, rents, etc....	11,047 06	18,604 38
	\$726,022 98	\$787,187 14

Expenditures, viz:

	1866.	1867.
Dividends.....	\$69,635 50	\$79,193 20
Interest on bonds.....	25,880 40	26,633 90
Trustees of S. F.....	4,419 16	7,783 50
Expenses as above.....	374,492 82	440,148 26
Miscellaneous.....	403 32	1,705 95
Balance of accounts....	16,673 43	21,644 46
Cash on hand.....	234,518 35	210,077 87
	\$726,022 98	\$787,187 14

During the last year, sidings have been extended, at White Hill, 3,321 feet; at Shiremanstown, 948 feet; at Mechanicsburg, 2,461 feet; at Chambersburg, 3,000; at Greencastle, 477 feet, making

a total of 10,203 feet. Twenty miles of the main track have been thoroughly ballasted; an iron viaduct over the Valley and Letort Spring, at Carlisle, 554 feet; two new passenger cars have been built; seventy-two eight-wheeled freight cars have been added to our stock, and several new tools to our machine shop. There has been purchased real estate at Kingston, Greason, Scotland, Chambersburg and Marion Stations. There have been expended in these improvements—  
For real estate.....\$12,477 58  
Buildings, passenger, freight, dwelling and machine shop.....18,171 69  
Laying and grading new sidings.....8,331 63  
Two passenger cars built.....7,419 99  
Seventy-two eight-wheeled freight cars.....51,971 50  
Ballasting twenty miles track.....42,500 07  
New tools in machine shop.....2,776 61  
Masonry on bridge at Carlisle.....3,692 75

Total.....\$147,341 82

In addition to this there has been purchased one new locomotive, at a cost of \$12,600. There have been put into the road during the past year, one hundred tons of steel rails, of 56 lbs. to the yard, and three hundred and eighty-four tons of re-rolled rails, 6,010 new wrought iron chairs, and 26,259 cross ties. The percentage of required renewal of iron rails increases annually, and we may require eight hundred tons for the next year; and with our present experience, it would be impolitic to put any other than steel rails into the road. For although the first cost is nearly double that of iron rails, there is no room to doubt they are far the cheaper because of their durability.

To meet the constantly increasing business of the road we must increase our stock of freight cars, and add one new locomotive to do the business of the next year economically; and an increase of sidings at Bridgeport will be required to facilitate our business at that crowded point, where a coal house, water station, and passenger depot must be erected.

The termination of our road at Hagerstown is within six miles of the Chesapeake and Ohio Canal at Williamsport. We have a charter from the Legislature of Maryland authorizing us to build a road between these points. A road is about being constructed from Hagerstown directly to Baltimore called the Western Maryland Railroad and much work has been done upon it, under the patronage of the City of Baltimore, and a subsequent charter from the State of Maryland was granted to build the road from Hagerstown to Williamsport. This link connecting us with the Chesapeake and Ohio Canal, and thus with the bituminous coal mines of Cumberland and the timber country of the Allegheny mountains, to say nothing of the connection which is in prospect with the great southwest, through the Virginia and Tennessee roads to Memphis and New Orleans, presents the question to us whether we should not immediately make this connection. That it will be made, and that within a very short time, is absolutely certain; the trade it offers now, with that which is in prospect requires its completion. Shall we make it, or shall it be made by the Western Maryland Company is a question now presented to us. We have caused a careful and accurate survey and location of a road to be made from the termination of the Cumberland Valley Railroad at Hagerstown to the Chesapeake and Ohio Canal at Williamsport, a distance of six miles and fifteen hundred and ninety-seven feet through the middle of the Cumberland Valley, a country very similar to that of the whole length of the road from Harrisburg; to construct which, is estimated to cost \$304,898 45. Another road diverging from a point about two miles west of the Pennsylvania line and running thence directly to the same point at Williamsport, a distance of nine miles three hundred and sixty-nine feet and through a country very similar to the other route, would cost \$315,923

27, and the grades upon either of these routes are about the same as that of the present road from Hagerstown to Chambersburg; the maximum being 52.8 feet to the mile.

The company have 15 locomotives. Number of miles run with passenger trains, 181,704, with freight trains, 87,982, with other trains, 16,352—total, 286,048. Passengers carried east, 135,916 do., west, 145,739—total, 281,655.

GENERAL STATEMENT.

Cost of road.....	\$1,691,037 05
Materials on hand.....	71,021 07
Trustees of Sinking Fund.....	95,199 51
Balance of accounts.....	21,644 46
Cash, 1st October, 1867.....	210,077 87
	\$2,088,979 96
First preferred stock.....	\$241,900 00
Second ".....	243,000 00
Common ".....	832,000 00
First mortgage bonds.....	161,000 00
Second ".....	109,500 00
Six per cent. ".....	85,300 00
Seven ".....	300 00
Due for dividends and interest.....	62,704 80
Profit and loss.....	53,275 66
	\$2,088,979 96

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, Josiah Bacon, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

New York Central Railroad.

PRESIDENT'S OFFICE.

ALBANY, January 1st, 1868.

Mr. Harlow W. Chittenden will, from this date, act as Superintendent of the line between Albany and Syracuse—"Eastern Division."

Mr. John Newell has been appointed, and will, from this date, act as Superintendent of the line between Syracuse and Buffalo—"Western Division."

Mr. Newell has, also, been appointed, and will, from this date, act as Chief Engineer of the entire line, in place of Mr. William B. Gilbert, resigned.

DANIEL TORRANCE, Vice President.

Iron Ore of Lake Superior.

The Lake Superior Mining News gives the following as the approximate amounts of ores mined in the Marquette district for the year 1867:

Mines.	Tons.
Jackson, including Gray's.....	125,000
Lake Superior.....	115,000
Cleveland.....	90,000
Pitts. and Lake Angeline.....	52,000
New York.....	50,000
Washington.....	24,000
New England.....	10,000
Marquette.....	6,000
Edward.....	5,000
Iron Mountain.....	2,000
Champion.....	500
Sent to local furnaces.....	33,000

Total tons.....512,500

The income of the Taunton Branch Railroad during the past year was \$217,955; expenditures, \$191,123; balance, \$26,872. Dividend paid (8 per cent.) \$21,052; added to surplus \$5,792; paid Boston and Providence Railroad \$101,626.

The income of the Middleboro and Taunton Railroad during the past year was \$45,387; the expenditures \$38,435; added to surplus fund \$4,247. The total surplus fund is now \$18,942.

**Ogdensburg and Lake Champlain R. R.**

In the matter of the Northern Railroad Company vs. the Ogdensburg and Lake Champlain Railroad Company, Mr. Justice Ingraham, at a special term of the Supreme Court, held at the Chambers of the said Court, at the City Hall, in this city, on the 2d inst., dissolved the injunction restraining the defendant from making any further issue of its eight per cent. guaranteed preferred stock, and also from declaring or paying any further dividend on said preferred stock, or on the common stock of said company, until the further order of the Court, which had previously been obtained by the Northern Railroad Company, who were the original builders of the road, and has denied the motion to continue the injunction. His opinion is as follows:

**INGRAHAM, J.**—After a careful examination of the pleadings and affidavits used on this motion, I have not been able to see sufficient grounds for continuing the injunction. The proceedings complained of appear to have been made in a proceeding regularly brought before the Supreme Court in the Fourth and Fifth Districts, and in pursuance of acts of the legislature, authorizing such proceedings between 1864 and 1866, and apparently after a full notice and publication of their proceedings. If there was in any wrong in those proceedings, the proper course for redress was an application to the Court to vacate them, or to allow the plaintiffs to be heard therein. No such application has been made. Instead thereof, the company (the plaintiffs) have remained quiet and ceased to exercise their corporate rights for more than ten years past, and the defendants have been allowed to go on with the use of the road and the management thereof, paying the interest and expenses and working the road. The allegations on which the fraud is based are mainly denied in the answer so far, at least, as to relieve these defendants from the imputations against them in the plaintiff's papers. I do not deem it necessary for me to decide as to the matters on which the plaintiffs seek relief. Those questions will be better understood and decided after proof has been taken and the case properly tried, if this action can be maintained in any respect.

The great delay in seeking relief, the *nonuser* by the plaintiffs of their corporate rights, and the acquiescence in the possession and use of the road by the defendants, the omission to seek relief in the original action, the denial by the defendants in their answer of the principal matters relied on by the plaintiffs, the damage that would follow to the defendants, and I may say, also, to the plaintiffs, if they have any rights in the road, from any order that would suspend the operations of the road, convince me that the interests of the parties is best promoted by allowing the operations of the corporation to proceed.

The proposed issue of bonds is for the purpose of providing for the payment of the first mortgage bonds coming due within a short time, and can work no evil to either of the parties: while an injunction restraining such issue would expose the parties to the risk of being unprovided for their payment, and to a foreclosure of the bonds and mortgage on the road.

There is no allegation that the affairs of the road are not now properly administered, and in consideration of these matters above suggested, as well as others which might be stated, I do not think there are any grounds on which a preliminary injunction should be continued. So far as the plaintiffs seek to recover for property not included in the mortgage, there is no propriety in issuing an injunction. If the plaintiffs succeed they will have a judgment against the defendants which would be amply secured, and until recovery of judgment no such provisional remedy is proper.

I think also there is good ground for the conclusion that the Northern Railroad Company has

by *nonuser* lost its corporate rights, and cannot maintain an action in its corporate name. If there is any property or rights belonging to it, proceedings to obtain them should be taken through a receiver, and not by corporation. Motion for an injunction denied and temporary injunction dissolved, with \$10 costs.

**Debt of the City and County of New York.**

The following extract from the Message of the Mayor, shows in detail the items which make up the aggregate of the funded and temporary debt of the City and County of New York, as it stood on the 31st of December, 1867:

**CITY FUNDED DEBT.**

Water stocks—Issued on account of introducing the Croton water into the city and distributing the same.....	\$11,030,800 00
Central Park Stocks—Issued on account of Central Park and the improvement on the same.....	9,923,571 00
Fire Indemnity Stock—Issued for payment of damages for blowing up buildings, December, 1835....	402,768 00
Building Loan Stock—Issued on account of building workhouse on Blackwell's Island.....	190,000 00
Real Estate Bonds—Issued in settlement with State lessees of West Washington Market, for payment to the State for sundry lands filled in beyond the boundary line of the Montgomery charter, and for purchase of Fort Gansevoort property.....	1,133,437 50
Stock for Docks and Slips—Issued for rebuilding and repairing public docks and slips.....	450,000 00
Floating Debt Fund Stock—Issued for liquidating and funding floating debt in 1859.....	2,478,000 00
Public Education Stock—Issued for payment of debt of Public School Society.....	154,000 00
Stock for Rebuilding Tompkins Market—Issued, as its title indicates, for rebuilding Tompkins Market.....	84,000 00
Volunteer Soldiers' Family Aid Fund Bonds—Issued to provide for the families of soldiers in the United States army.....	3,766,500 00
Volunteer Soldiers' Family Aid Fund Redemption Bonds—Issued to extend the time of payment of Volunteer Soldiers' Family Aid Fund Bonds No. 3....	500,000 00

Total funded debt of city..\$30,333,076 50

**COUNTY FUNDED DEBT.**

Harlem Bridge Bonds—Issued for erecting a bridge across Harlem River, at McComb's Dam.....	\$20,000 00
County Court-house Stock—Issued, as its title indicates, for the erection of the new Court house in Chambers street.....	1,800,000 00
Soldiers' Substitute Bounty Redemption Bonds.....	2,000,000 00
Soldiers' Substitute and Relief Redemption Bonds.....	946,700 00
Soldiers' Bounty Fund Bonds.....	4,000,000 00
Soldiers' Bounty Fund Bonds No. 2.....	376,600 00
Soldiers' Bounty Fund Bonds No. 3.....	745,800 00
Riot Damages Redemption Bonds.....	1,000,000 00
Riot Damages Indemnity Bonds.....	635,000 00
Bonds for repayment of taxes. Issued to refund taxes of 1863 and 1864, levied on securities of the United States held by banks and insurance companies, decided by the Courts to be non-taxable....	1,727,600 00

Total funded debt of county..\$13,251,700 00

**RECAPITULATION—FUNDED DEBT.**

City.	
Amount payable from Sink'g Fund..	\$22,689,576 50
Amount payable from taxation....	8,652,500 00
	\$30,333,076 50
County.	
Amount payable from taxation....	13,251,700 00
Total.....	\$43,584,776 50
The Commissioners of the Sinking Fund hold on account of the above debt the sum of.....	13,984,313 12

Net amount City and County Funded Debt, December 31, 1867....\$29,600,463 38  
Of the foregoing debt it will be perceived that \$11,030,800 is for Croton Water Works; \$9,923,571 for Central Park; and \$13,970,600 for expenses growing out of and connected with the war.

**TEMPORARY CITY DEBT.**

Revenue bonds of 1867—Issued in anticipation of collection of taxes of 1867.....	\$217,325 65
Street Improvement Fund Bonds—Issued to pay contractors for improving streets in anticipation of the collection of assessments therefor.....	3,442,600 00
Assessment Fund Bonds—Issued to pay for opening, widening, etc., of streets, in anticipation of the collection of assessment therefor....	400,000 00
Assessment Bonds—Issued for the improvement of Seventh avenue, in anticipation of the collection of assessments therefor.....	61,472 20

Total temporary debt of city..\$3,121,397 95

**TEMPORARY COUNTY DEBT.**

Revenue bonds of 1867 issued in anticipation of collection of taxes of 1867.....	200,000 00
Tot. temporary debt, city & county..	\$3,321,397 95

For the payment of this temporary debt the city holds assets in the shape of assessment liens, unpaid taxes, etc., etc.

The increase of the temporary debt \$287,797 95, the past year, was caused by the large amount required for the payment of expenses for "Improvement of Streets," in anticipation of the collection of the assessments therefor.

Notwithstanding the creation of a debt of \$1,727,600 in 1867, to refund taxes collected improperly from banks and on Government securities, in 1863 and 1864, the net funded debt has been reduced in said year (1867,) \$1,301,415 01.

The whole debt is well secured, for it is a lien upon the whole property of the city, both public and private. The sinking fund (provided for payment of the principal and interest of a large portion of it) is in a sound condition. The revenues for payment of the interest on that portion of it payable from this fund are greatly in excess of what is required for that purpose, and the accumulations for payment of the principal will be ample to pay it long before its maturity.

The following is an analysis of the tax for State purposes:

Common schools for State, $\frac{3}{4}$ of a mill.....	\$455,088 27
General purposes, $1\frac{3}{4}$ mills.....	1,061,872 62
Canals, 9-16 mills.....	341,316 19
Extension of Chenango Canal, 3-16 of a mill.....	113,772 07
Champlain Canal, 3-16 of a mill....	113,772 07
For bounty, $2\frac{1}{2}$ of a mill.....	1,289,416 75
Deficiency in State tax of 1865....	515,306 44
	\$3,890,544 41

The following is an analysis of the tax for County purposes:



For support of Metropolitan Police in this county .....	\$2,618,754 99
For construction of Harlem Bridge .....	87,000 00
For Metropolitan Board of Health .....	74,876 47
For College of the City of New York .....	114,000 00
For interest on the County, war and riot debt .....	583,508 00
For interest on the County debt .....	367,900 00
General expenses of the County .....	\$3,350,087 89
Deduct revenues of the County not otherwise specifically appropriated by law .....	120,000 00
	<u>3,230,087 89</u>

Tax levied for county purposes .... \$7,071,077 35

The following is an analysis of the tax for city purposes:

Board of Commissioners of Central Park .....	\$241,095 00
Interest on the Central Park debt .....	605,321 24
Metropolitan Fire Department .....	780,290 00
Metropolitan Police, in addition to amount on county account .....	47,500 00
Public Charities and Correction .....	1,095,267 51
Public instruction .....	\$2,939,348 00
Less school money received from State .....	247,441 58
	<u>2,691,906 42</u>
Laying out the city north of One Hundred and Fifty-Fifth street .....	15,000 00
Sundry additions by the legislature, including donations, \$199,500 .....	814,517 00

\$6,290,897 17

For interest on the city war debt .....	273,055 00
For interest on the city debt .....	352,266 64
For redemption of the city debt .....	692,420 86
General expenses .....	\$4,743,278 28
Less revenue of the city not otherwise specifically appropriated by law, including the surplus of the sinking fund for the payment of interest on the city debt .....	1,752,558 42
	<u>2,990,719 86</u>

Tax levied for city purposes .. \$10,599,359 03

The total increase of tax in 1867 over 1866, is \$4,938,888 10; of which \$987,695 04 is for State purposes, \$1,507,495 89 for county purposes, and \$2,443,697 17 for city purposes.

The assessed valuation of property for purposes of taxation from 1861 to 1867 inclusive, was as follows, viz:

1861 .....	\$581,579,971 00
1862 .....	572,655,045 00
1863 .....	594,300,193 00
1864 .....	634,495,040 00
1865 .....	608,792,335 00
1866 .....	736,989,908 00
1867 .....	830,594,713 00

#### Troy and Greenfield Railroad.

That portion of the Troy and Greenfield Railroad extending west from Greenfield (where it connects with the Vermont and Massachusetts Railroad) to Shelburne Falls—thirteen and one-half miles, was opened for traffic on the 1st inst. Hereafter two daily trains will be run between Boston and Shelburne Falls, via Fitchburg and Vermont and Massachusetts Railroads. The Troy and Greenfield Railroad will be run by the Vermont and Massachusetts Railroad; and by July next, at which time the Troy and Greenfield Railroad will be completed to the east portal of the tunnel, there will be a first-class stage line run-

ning between that point and North Adams, connecting with the Troy and Boston Road to Troy.

#### Movements of Produce.

The receipts of certain leading articles of domestic produce at the port of New York for the years 1866 and 1867, have been as follows:

	1866.	1867.
Ashes, bbls. ....	5,766	5,363
Breadstuffs—		
Wheat flour, bbls. ....	2,720,835	2,602,892
Cornmeal, bbls. ....	263,833	228,417
Wheat, bush. ....	5,729,912	9,640,131
Rye, bush. ....	1,314,943	765,376
Oats, bush. ....	8,811,064	8,030,807
Barley, bush. ....	5,695,485	2,669,724
Peas, bush. ....	552,730	668,457
Corn, bush. ....	22,189,532	14,979,277
Cotton, bales .....	671,794	658,911

Naval Stores—		
Crude turp., bbls. ....	34,497	13,575
Spirits turp., bbls. ....	58,002	62,816
Rosin, bbls. ....	390,461	411,825
Tar, bbls. ....	46,622	23,475
Pitch, bbls. ....	3,258	5,271

Provisions—		
Pork, pkgs. ....	129,880	160,014
Beef, bbls. ....	70,855	104,633
Cutmeats, pkgs. ....	100,629	105,134
Butter, pkgs. ....	493,061	551,791
Cheese, pkgs. ....	742,441	1,302,132
Lard, tcs. and bbls. ....	96,750	155,025
Do. kegs .....	8,817	13,763
Whiskey, bbls. ....	101,914	146,219
Petroleum, pkgs. ....	1,033,808	1,016,656

The exports from New York to foreign ports of certain leading articles of domestic produce for the years 1866 and 1867, were:

	1866.	1867.
Ashes—Pots, bbls. ....	3,518	3,511
Do. Pearls, bbls. ....	73	438
Beeswax, lbs. ....	302,423	238,701
Breadstuffs—		
Wheat flour, bbls. ....	900,084	867,122
Rye flour, bbls. ....	7,552	11,754
Corn meal, bbls. ....	149,778	136,653
Wheat, bush. ....	522,669	4,450,983
Rye, bush. ....	248,646	454,096
Oats, bush. ....	1,190,583	120,195
Barley, bush. ....	1,329,842	886,863
Peas, bush. ....	282,992	684,853
Corn, bush. ....	11,079,394	7,981,748
Candles, bxs. ....	66,465	66,429
Coal, tons .....	67,392	70,863
Cotton, bales .....	381,092	436,800
Hay, bales .....	33,503	24,013
Hops, bales .....	3,111	3,451

Naval Stores—		
Crude turp., bbls. ....	11,491	794
Spirits turp., bbls. ....	21,969	28,812
Rosin, bbls. ....	227,496	292,499
Tar, bbls. ....	23,313	4,154
Pitch, bbls. ....	2,757	4,643
Oils—Whale, galls. ....	51,643	387,654
Do. sperm, galls. ....	218,489	684,927
Do. lard, galls. ....	37,092	187,598
Do. linseed, galls. ....	13,634	8,422

Provisions—		
Pork, bbls. ....	92,352	84,221
Beef bbls. ....	28,149	17,235
Do. tcs. ....	28,749	38,603
Cutmeats, lbs. ....	29,478,691	33,084,800
Butter, lbs. ....	1,985,423	4,479,456
Cheese, lbs. ....	38,379,069	53,429,518
Lard, lbs. ....	25,238,303	51,728,801
Rice, tcs. ....	81	133
Do. bbls. ....	9,379	13,192
Tallow, lbs. ....	15,611,296	18,285,429
Tobacco, crude, pks. ....	104,975	153,601
Do. manf., lbs. ....	5,619,926	7,027,358
Whalebone, lbs. ....	493,147	642,175
Petroleum, galls. ....	33,992,394	33,431,778

The first section of thirty miles of the Lawrence and Galveston Railroad was opened for business on the 31st ult.

#### The Coal Supply.—Gt. Britain vs. United States.

Ten years ago the quantity of coal mined in Great Britain amounted to sixty millions of tons per annum. The increase since that time has been fifty per cent., so that at present the quantity of coal annually mined in Great Britain amounts to one hundred millions of tons, large quantities of which are every year exported to Continental Europe, and even to this country.

In a speech made in Parliament last year by Mr. Gladstone, he dwelt at length upon the importance of coal as the motive power of factories and commerce. He stated that the commercial and manufacturing superiority of Great Britain was based on coal; that with the exhaustion of coal in Great Britain, the commerce and manufacture of Great Britain must decline; and that as the United States contained the largest deposits of coal in the world, this country in course of time must surpass all others in commerce and in manufactures.

While the exhaustion of coal in Great Britain has become a question of serious consideration to her statesman, it is most gratifying to know that the coal fields of the United States are without a parallel for the great extent and superior quality of their coal.

Pennsylvania, east of the Alleghanies, supplies the Atlantic towns and cities with anthracite coal, while Pennsylvania, west of the Alleghanies, supplies the towns and cities on the Ohio and Mississippi Rivers with superior bituminous coal. The valley of the great Kanawha River, in West Virginia, contains the finest deposits of splint and coal known anywhere; and we are pleased to see that parties in this City owning coal lands in the Kanawha regions are taking steps to insure the improvement of the Kanawha navigation, whereby this City can be supplied with canal coal equal to the best English canal, and at about one-half of the cost thereof. The plan is to improve the Kanawha navigation, and ship coal to this City via New-Orleans.

A most favorable charter for that purpose has been granted by the Legislature of West Virginia to Messrs. Pierrepont, Aspinwall, Crosby and others of this city.

A copy of the prospectus, containing the charter and setting forth fully the plan of operations has been recently issued, and in it is stated that Great Britain exported to this City last year 214,000 tons of coal—a large portion of which was Cannel coal. Thus, it seems that this City pays every year to Great Britain for Cannel coal sufficient money to improve the navigation of the great Kanawha River, and thereby open to market the finest Cannel coal deposits known in America.

#### Kansas and Neosho Valley Railroad.

The Kansas City Journal of the 21st ult., says that the prospects are now fair for the vigorous prosecution of this important railway. Some \$800,000 are to be furnished at once to pay for the neutral lands, and \$220,000 to be used in building the road. Arrangements are being vigorously made for carrying forward the work, and by next Spring the iron horse will be on its southward-bound track.

The Kalamazoo Telegraph learns from an official source that the Michigan Central Railroad Company have voted to guarantee the bonds of the Kalamazoo and Grand Rapids Railroad, similar to the guarantee of the bonds of the Jackson, Lansing and Saginaw Railroad, and that this arrangement insures the immediate construction of a road between Kalamazoo and Grand Rapids.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....100	\$1,676,139			Hartford and New Haven.....100	\$3,000,000	J.A.J.&O	Jan. '68	Portl., Saco & Portsmouth.....100	\$1,500,000	J. & D.	Dec. '67
Albany Valley.....50	1,498,400			Ranbail and St. Joseph.....100	1,900,000	J.A.J.&O	Jan. '68	Providence & Worcester.....100	1,800,000	J. & J.	Jan. '68
Alton and St. Louis.....100	125,000	J.A.J.&O	Oct. '67	Do. do. pref.....50	6,238,830			Reading and Columbia.....50	666,019		
Atlanta and West Point.....100	1,232,200	J. & J.	Jul. '67	Hanover Branch.....50	116,850	M. & N.	Nov. '67	Rensselaer and Saratoga.....100	600,000	A. & O.	Apr. '67
Atlantic & N. Carolina.....100	5,545,225			Housatonic.....100	820,000			Richmond and Danville.....100	2,000,000		
Atlantic & Gt. Western.....50	11,522,150			" pref.....100	1,180,000	J. & J.	Jan. '68	Richmond and Petersburg.....100	641,000		
Atlantic & St. Lawrence.....100	2,494,900	J. & J.	Jul. '67	Hudson River.....100	13,937,100	A. & O.	Oct. '67	Rich. Fred. and Potomac.....100	1,041,500		
Augusta and Savannah.....100	733,700	J. & J.	Jul. '67	Hazleton.....50	1,615,000	F. & A.	Aug. '67	Rockport.....100	58,400		
Baltimore and Ohio.....100	16,151,982	A. & O.	Oct. '67	Huntingdon & B'd Top.....50	494,380			Rome, Watert. and Ogden.....100	2,385,500	J. & J.	Jan. '68
Do. Washington Br.....100	2,860,000	A. & O.	Oct. '67	" pref.....50	190,750	J. & J.	Jul. '67	Rutland and Burlington.....100	2,233,576		
Baltimore City Passenger.....670,000				Illinois Central.....100	23,384,450	F. & A.	Feb. '68	St. L., Alt. and T. Haute.....100	2,000,000		
Boston and Chelsea.....100	110,000	A. & O.	Oct. '67	Indianapolis & Cincinnati.....100	1,689,900	M. & S.	Sep. '67	St. L., Alt. and T. Haute.....100	1,700,000	Annual.	Mar. '67
Bellefontaine Line.....100	4,420,000	F. & A.	Aug. '67	Jefferson, Mad. & Ind.....100	2,000,000	J. & J.	Jan. '68	St. L., Jack'nv. and Chic'o.....100	1,469,429		
Baltimore Delaware.....100	997,112			Joliet and Chicago.....100	1,600,000	J.A.J.&O	Oct. '67	Sandusky and Cincinnati.....100	2,088,000		
Berkshire.....100	600,000	J.A.J.&O	Jan. '68	Joliet & North. Indiana.....100	800,000	J. & J.	Jan. '67	Sand. Manaf. and Newark.....100	985,075	M. & N.	Nov. '67
Blossburg & Corning.....50	250,000			Lackawanna & Bloomsb.....50	1,325,000			Saratoga and Hudson R.....100	1,020,000		
Boston, Concord & Mont.....100	459,600			Lehigh and Mahanoy.....50	2,158,565	M. & N.	Nov. '67	Saratoga and Whitehall.....100	500,000	A. & O.	Apr. '67
Do. do. pref.....100	1,340,400	M. & N.	Nov. '67	Lehigh and Susquehanna.....50	5,104,050	M. & N.	Nov. '67	Savannah and Charleston.....100	1,000,000		
Boston and Lowell.....100	1,810,300	J. & D.	Dec. '67	Lehigh Valley.....100	10,734,100	J.A.J.&O	Jan. '68	Schuykill and Susqueh.....50	1,289,150		
Boston and Maine.....100	4,078,974	J. & J.	Jan. '68	Lexington & Frankfort.....100	514,646	M. & N.	Nov. '67	Second and Third St.(Ph.).....50	203,757	J. & J.	Jan. '68
Boston and Providence.....100	3,860,000	J. & J.	Jan. '68	Little Miami.....100	50,000	J. & D.	Dec. '67	Schuykill Valley.....50	576,050	J. & J.	Jul. '67
Boston and Worcester.....100	4,500,000	J. & J.	Jan. '68	Little Schuylkill.....50	2,646,100	J. & J.	Jul. '67	Seaboard and Roanoke.....100	868,200		
Broadway (Boston).....100	825,000			Lomb. and South St.(Ph.).....25	90,000			Second Avenue (N. Y.).....100	670,000	A. & O.	Oct. '66
Broadway & 7th Av.(N.Y.).....100	2,100,000	J. & J.	Jan. '67	Long Island.....50	8,000,000	F.M.A.N.	Aug. '67	Shamokin V. and Pottav.....50	869,450	F. & A.	Nov. '67
Brooklyn City.....10	1,000,000	F. & A.	Aug. '67	Long Branch & Sea Shore.....50	95,194			Sixth Avenue (N. Y.).....100	750,000		
Brooklyn City & New'n.....100	899,800			Louisville and Frankfort.....50	1,109,594	J. & J.	Jul. '67	South Carolina.....100	2,819,275		
Buff. New York & Erie.....100	850,000	M. & N.	Nov. '67	Louisville and Nashville.....100	6,500,000	F. & A.	Aug. '67	South Shore.....100	259,685		
Buffalo and State Line.....100	2,200,000	F. & A.	Aug. '67	Louisville and Nashville.....100	2,900,000			South Western, Georgia.....100	3,203,400	F. & A.	Aug. '67
Cambridge Horse (Boston).....100	717,800	A. & O.	Oct. '67	Louisville and Nashville.....100	2,900,000			Southern Mississippi.....100	1,000,000		
Camden and Amboy.....100	684,200	F. & A.	Aug. '67	Lowell and Lawrence.....100	200,000	A. & O.	Oct. '67	Staten Island.....100	660,000	J. & J.	Jul. '67
Camden and Atlantic pref.....50	600,000			Macon and Western.....100	1,500,000			Syr., Bingham. and N. Y.....100	1,200,130		
Cape Cod Branch.....50	721,928	J. & J.	Jul. '67	Mahanoy & B'd Mount n.....50	921,615			Taunton Branch.....100	250,000	J. & J.	Jan. '68
Catawissa.....50	1,150,000			Maine Central.....100	1,600,800			Tennessee and Alabama.....100	696,922		
Catawissa, pref.....50	2,200,000	A. & O.	Oct. '67	Manchester & Lawrence.....100	1,000,000	M. & N.	Nov. '67	Terre Haute and Indiana.....100	1,583,150	J. & J.	Jan. '68
Cayuga & Susquehanna.....50	889,110	J. & J.	Jul. '67	Marletta & Cincinnati.....50	2,029,775			Third Avenue (N. Y.).....100	1,750,000		
Central of Georgia.....100	4,666,800	J. & J.	Jul. '67	" " 1st pref.....50	6,816,138	M. & S.	Sep. '67	Thirteenth and Fif. (Ph.).....50	1,000,000	J. & J.	Jul. '67
Central of New Jersey.....100	13,000,000	J.A.J.&O	Oct. '67	" " 2d pref.....50	4,051,744	M. & S.	Sep. '67	Tol., Peoria and Warsaw.....100	1,600,000		
Central Ohio.....100	400,000	J. & D.	Dec. '67	Memphis and Charleston.....100	6,312,725	M. & S.	Mar. '67	" " 1st pref.....100	1,700,000		
Do. pref.....100	970,000			Memphis and Ohio.....100	570,000			" " 2d pref.....100	908,176		
Con. Park, N. & R. River.....100	1,201,000			Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68	Tol., Wabash and West.....50	5,400,000		
Charlotte & S. Carolina.....100	1,201,000			Michigan Central.....100	7,502,868	J. & J.	Jan. '68	" pref.....100	1,000,000	M. & N.	N. '67
Chemung.....100	380,000			Mich. So. & North. Ind.....100	9,811,200	F. & A.	Feb. '68	Troy and Boston.....100	607,111		
Cheshire, preferred.....100	2,017,825	Annual.	Jan. '68	" guaranteed.....100	787,700	F. & A.	Aug. '67	Troy and Greenbush.....100	274,400	J. & D.	Jun. '67
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '67	Middlesex (Boston).....100	400,000			Troy, Salem and Rut'd.....100	800,000	A. & O.	Apr. '67
Chicago and Burlington.....50	2,426,576	M. & S.	Sep. '67	Millville and Glassboro.....100	398,200	F. & A.	Aug. '67	Union Transport'n (Box).....100	500,000		
Chicago and Eastern.....100	19,193,010			Milw. & Prairie du Chien.....100	3,082,200	Annual.	Feb. '67	Union Pacific.....100	1,000,000		
Chicago and Iowa & Nebraska.....100	4,390,000			" " 1st pref.....100	1,014,000	Annual.	Feb. '67	Union Pacific (E. D.).....100	1,000,000		
Chicago and Milwaukee.....100	2,227,000			" " 2d pref.....100	1,014,000	J. & J.	Jan. '68	Union Pacific (Cent. Br.).....100	1,000,000		
Chicago & N. Western.....100	15,100,927			Milw. & St. Paul.....100	3,627,000	J. & J.	Jan. '68	Union (Phila.).....50	291,475	J. & J.	Jan. '67
Do. pref.....100	12,994,719			" " pref.....100	7,371,000	J. & J.	Jan. '68	Utica and Black River.....100	534,400	J. & J.	Jul. '67
Chicago, R. I. & Pacific.....100	9,100,000	Annual.	Dec. '67	M. Hill & Schuylk Haven.....50	3,775,000	J. & J.	Jan. '68	Vermont and Canada.....100	2,226,000	J. & D.	Dec. '67
Cin. Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67	Mobile and Ohio.....100	3,688,300			Vermont Central.....100	8,000,000		
Cin. Richmond & Chicago.....100	850,000	A. & O.	Oct. '67	Montgomery & W. Point.....100	1,419,769			Vermont and Massachusetts.....100	2,000,000	J. & J.	Jan. '68
Cin. & Indianap. Junction.....100	1,600,000			Morris and Essex.....50	5,500,000	F. & A.	Feb. '67	Vermont Valley.....100	516,164		
Cincinnati and Zanesville.....100	1,600,350			Nashua and Lowell.....100	600,000	M. & N.	Nov. '67	Virginia Central.....100	3,853,879		
Citizens' Passenger (Phila.).....50	192,750	J. & J.	Jan. '68	Nashville & Chattanooga.....100	2,066,544			Virginia and Tennessee.....100	3,462,815		
Cleveland & Mahoning.....50	6,000,000	F. & A.	Aug. '67	Naugatuck.....100	1,100,000	F. & A.	Aug. '67	Western (Mass.).....100	6,710,900	J. & J.	Jan. '68
Cleveland & Painesville.....50	2,044,600	M. & N.	Nov. '67	New Bedford & Taunton.....100	600,000	J. & J.	Jan. '68	Western Union.....100	2,687,237		
Cleveland & Ashtabula.....50	6,000,000	J. & J.	Jan. '68	New Haven & N. London.....100	738,588			West Jersey.....100	731,050	M. & N.	N. '67
Cleveland and Pittsburgh.....50	5,408,911	Sep. '67		N. Haven & Northampton.....100	1,224,100	J. & J.	Jul. '67	West Philadelphia.....50	249,100	J. & J.	Jul. '67
Cleveland and Toledo.....50	4,841,600	J. & J.	Jan. '68	New Jersey.....100	5,000,000	F. & A.	Aug. '67	Wilm. and Manchester.....100	1,120,470		
Col. & Indianapolis Cen.....100	4,000,000	J.A.J.&O	Oct. '67	New London Northern.....100	895,000	M. & S.	Sep. '67	Wilm. and Weldon.....100	1,340,213		
Columbus and Xenia.....50	1,750,200	J. & J.	Jul. '67	N. O., Jackson & Gt. N.....100	4,697,457			Worcester and Naubua.....75	1,141,000	J. & J.	Jan. '68
Concord.....100	1,600,000	M. & N.	Nov. '67	N. O., Opel. & Gt. West'n.....100	4,093,428						
Concord & Portsmouth.....100	850,000	J. & J.	Jan. '68	New York Central.....100	26,530,000	F. & A.	Aug. '67				
Coney Island & Brooklyn.....100	600,000	M. & N.	Nov. '67	New York and Harlem.....50	1,250,050	J. & J.	Jan. '68				
Conn. & Passump. Rivers.....100	1,673,300	J. & J.	Jul. '67	" pref.....50	6,000,000	J. & J.	Jan. '68				
Do. do. pref.....100	1,673,300			New York and New Haven.....100	6,000,000	J. & J.	Jan. '68				
Connecticut River.....100	1,650,000	J. & J.	Jul. '67	N. Y., Provid. & Boston.....100	1,755,281	J. & J.	Jul. '67				
Cumberland Valley.....50	1,316,900	A. & O.	Oct. '67	Ning. Bridge & Cananda.....100	1,000,000	J. & J.	Jul. '67				
Danbury and Norwalk.....100	306,900			Ninth Avenue.....100	797,400						
Dayton and Michigan.....100	2,384,941			North Carolina.....100	4,000,000						
Delaware.....50	466,132	J. & J.	Jul. '67	Northern Central.....50	4,519,000	F.M.A.N.	Nov. '67				
Del. Lackaw. & Western.....50	11,288,550	J. & J.	Jul. '67	North Eastern (S. C.) pref.....100	155,000						
Des Moines Valley.....100	1,550,050	J. & J.	Jul. '67	Northern of N. Hampsh.....100	3,06,400	J. & D.	Dec. '67				
Detroit & Milwaukee.....100	452,359			Northern of N. Jersey.....100	158,800						
Do. pref.....100	1,600,000			North Missouri.....100	2,369,307						
D. Dock, E. B'dw. & Bat.....100	1,200,000			North Pennsylvania.....50	3,150,150						
Dubuque and Sioux City.....100	1,613,941			Norwich & Worcester.....100	2,363,600	J. & J.	Jan. '68				
Do. do. pref.....100	1,997,351			Ogdens. & L. Champ'n.....100	8,077,000	F. & A.	Aug. '67				
Eastern (Mass.).....100	5,578,304	Annual.	Dec. '67	" pref.....100	641,200	A. & O.	Oct. '67				
Eastern (N. H.).....100	492,500	J. & J.	Jan. '68	Ohio and Mississippi.....100	20,222,647						
East Pennsylvania.....50	604,400			" pref.....100	8,607,197	Annual.	Jan. '67				
East Tenn. and Georgia.....100	1,000,000	J. & J.	Jan. '68	Old Colony & Newport.....100	4,849,500	J. & J.	Jan. '68				
East Tenn. and Virginia.....100	1,000,000			Orange and Newark.....100	281,650						
Eighth Avenue (N. Y.).....100	1,000,000	J.A.J.&O	Jul. '67	Oswego and Syracuse.....50	482,400	F. & A.	Aug. '67				
Elm., Jeffers. & Canand.....100	600,000	F. & A.	Aug. '67	Pacific of Missouri.....100	3,581,000						
Elmira & Williamsport.....50	600,000	M. & N.	Nov. '67	Panama.....100	7,000,000	J.A.J.&O	Jan. '68				
Do. do. pref.....50	600,000	J. & J.	Jan. '68	Paterson and Ramapo.....100	248,000	J. & J.	Jan. '68				
Erie Railway.....100	15,570,100	F. & A.	Feb. '68	Paterson and Hudson River.....100	639,000	J. & J.	Jan. '68				
Do. pref.....100	8,536,700	Annual.	Jan. '68	Pennsylvania.....50	20,000,000	M. & N.	Nov. '67				
Erie & North East.....100	600,000	F. & A.	Aug. '67	Peoria & Bureau Valley.....100	1,200,000	A. & O.	Oct. '67				
Evansville & Crawfordsv.....100	1,142,834			Petersburg & Lynchburg.....100	1,366,500						
Fitchburg.....100	4,540,000	J. & J.	Jan. '68	Philadelphia and Erie.....50	5,089,450						
Fitchburg & Worcester.....100	247,800	J. & J.	Jul. '67	Philadelphia and Reading.....50	21,191,097	J. & J.	Jan. '68				
Flint and Holly.....100	750,000	M. & N.	Nov. '67	Do. Do. preferred.....50	1,551,000	J. & J.	Jan. '68				
Forty Sec. St. & G. St. Fy.....100	491,620	A. & O.	Oct. '67	Phil. Germ'n'n & Nor't'n.....50	1,607,850	A. & O.	Oct. '67				
Frank. and Southw.(Ph.).....50	112,245	J. & J.	Jul. '67								



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length of line in miles (r.f.).	Completed in progress or projected.	Equipment—Horse.	Car.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
					<b>MASSACHUSETTS.</b>							
30 Nov. '66	3.36				Boston and Chelsea	119,000	119,000		\$800			37
30 Nov. '66	5.73				Broadway, Boston	348,279	325,000	20,461	168,946	44,208		55
30 Nov. '66	27.43				Cambridge	734,671	727,800	150,000	94	65,502		99
30 Nov. '66	2.57				Lowell (Horse)	45,536	46,000		20,399	3,261		10
30 Nov. '66	11.75				Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,253	25
30 Nov. '66	3.41				Malden and Melrose	60,246	200,000	53,727	27,144			25
30 Nov. '66	3.07				Medford and Charlestown	36,600	21,000	4,500	19,627	2,240		50
30 Nov. '66	38.82				Metropolitan (Boston)	1,501,478	1,250,000	139,098	753,414	113,472		56
30 Nov. '66	6.28				Middlesex (Boston)	494,702	400,000	38,000	70,444	157,176	11,377	38
30 Nov. '66	3.22				Northampton & Williamsb.	300,000	300,000		4,627	2,636		21
30 Nov. '66	5.69				Quincy	141,233	71,000	68,400	55,000	34,255	2,535	4
30 Nov. '66	7.78				Salem and South Danvers	189,972	150,000	27,300	4,148	85,970	6,108	4
30 Nov. '66	8.61				Somerville	75,000	75,000		4,379	2,261		69
30 Nov. '66	2.60				Stoneham street (Boston)	37,300	33,000		9,628	1,991		3
30 Nov. '66	6.74				Suburban	95,000	5,000					
30 Nov. '66	1.58				Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	87
30 Nov. '66	2.26				West Cambridge	18,000	13,600			516		47
30 Nov. '66	11.60				Winnistmet	62,152	59,800		3,720	8,235		4
30 Nov. '66					Worcester	91,174	75,000	62,000				
					<b>CONNECTICUT.</b>							
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	109,000	100,000					8
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000					
					<b>NEW YORK.</b>							
30 Sep. '66	9.55				Albany	153,622	99,500	40,000	46,365	1,841		100
30 Sep. '66	26.00				Bleeker St. & Fulton Ferry	1,698,768	900,000	694,000	10,000	231,424	103,590	100
30 Sep. '66	10.78				Broadway (Brooklyn)	236,759	200,000	27,500	5,910	95,263	23,408	8
30 Sep. '66	14.00				Broadway & 7th Ave., N. Y.	8,492,826	2,100,000	150,000		677,195	268,445	4
30 Sep. '66	8.00				Brooklyn, Bath & Coney Is'd	153,414	99,500	80,000	72,872	27,901	7,667	100
30 Sep. '66	24.00				Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	23,709	12
30 Sep. '66	57.69				Brooklyn City	1,385,359	1,000,000	170,000		1,651,494	356,656	10
30 Sep. '66	11.75				Brooklyn City & Newtown	649,425	399,800	200,000	18,795	128,224	19,566	100
30 Sep. '66	0.09				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200			
30 Sep. '66	4.80				Brooklyn City & Rock. Bch	124,496	102,150	35,000	8,667	4,562		2
30 Sep. '66	24.00				Clinton Pk. N. & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2
30 Sep. '66					Clinton Avenue (Albany)		2,800					
30 Sep. '66					Cohoes & Westford		500					
30 Sep. '66	19.75				Coney Island & Brooklyn	613,099	500,000	143,000	58,545	123,014	loss.	100
30 Sep. '66	23.23				D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	408,961	89,549		100
30 Sep. '66					East & North River (W. Co.)	650	650					
30 Sep. '66	18.00				Eight Avenue	1,300,972	1,000,000	160,000		725,724	61,207	9
30 Sep. '66	12.00				42d St. & Grand St. Ferry	962,511	750,000	260,000	2,698	227,662	63,047	5
30 Sep. '66	4.52				Grand St. & Newtown (W. G.)							
30 Sep. '66	10.00				Harlem Br. Morris & Ford'm	223,280	90,000	124,000	2,500	70,522	16,172	100
30 Sep. '66	3.00				Madison Av. & Prosp. Pk		(Completed)		Sept., 1867,			
30 Sep. '66	12.20				Ninth Avenue	445,296	797,320	112,000		73,376	loss.	100
30 Sep. '66	11.00				Port Morris & Westchester	1,200	1,200					
30 Sep. '66	11.00				Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	100
30 Sep. '66	16.00				Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,561	51,029	55
30 Sep. '66	8.37				Sixth Avenue (N. Y.)	1,489,838	750,000	150,000		522,705	loss.	5
30 Sep. '66	3.00				South Brooklyn & Berg. St.							120
30 Sep. '66	17.50				Third Avenue (N. Y.)	2,406,509	1,170,000	1,300,000	70,000	1,098,983	260,333	12
30 Sep. '66					Third Avenue & Fordam	975	975					
30 Sep. '66	4.46				Troy and Cohoes	50,000	50,000			(Lease d.)		
30 Sep. '66					Troy and Lansingburg			(no report.)				
30 Sep. '66	6.50				Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	
30 Sep. '66	1.75				V. Brunt & Erie Bas. (Bk'n)	62,000	50,000	12,000		15,850	390	
30 Sep. '66					Westchester	5,949	7,370					
30 Sep. '66					West Shore	1,457	2,200					
					<b>NEW JERSEY.</b>							
31 Dec. '62	5.32				Hoboken and Hudson City	32,000	30,000	2,000				
31 Dec. '62	6.05				Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988	3
31 Dec. '62	10.47				Jersey City & Bergen Point							
31 Dec. '66	17.00				Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	50
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000				
					<b>PENNSYLVANIA.</b>							
31 Oct. '66	9.23				Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20
31 Oct. '66	6.74				Frankfort and Philadelphia	184,935	71,475	50,000	21,750	6,184	loss.	
31 Oct. '66	16.43				Frankford & Southw'k (Ph.)	772,606	491,650	200,000		261,223	65,440	6
31 Oct. '66	34.41				Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20
31 Oct. '66	5.47				Girard College (Phila.)	81,612	160,000			104,934	17,340	15
31 Oct. '66	4.13				Green & Coates St. Phila.	232,953	150,000	100,000		166,792	51,934	18
31 Oct. '66	2.12				Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	25
31 Oct. '66	13.00				Hestonv. Mantua & Fairm't			183,800	8,250	242,181	30,388	50
31 Oct. '66	5.21				Lombard & South St. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	25
31 Oct. '66	7.25				Oakland (Pittsburg & E. L.)		59,500	52,157	6,174	43,264	loss.	
31 Oct. '66	5.92				Philadelphia and Darby	118,383	100,000	17,000		39,291	13,479	50
31 Oct. '66	7.00				Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	50
31 Oct. '66	7.50				Pittsb. Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	29,058	10
31 Oct. '66	2.90				Pittsburg and Birmingham	72,909	68,000	10,600		80,135	29,058	20
31 Oct. '66	8.00				Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4
31 Oct. '66	3.60				Schuylkill River (Phila.)	46,019	50,000		(op. by S. & P.)			
31 Oct. '66	19.33				Second & Third St. (Phila.)	485,833	339,007	114,200	41,229	407,923	131,588	50
31 Oct. '66	5.52				17th & 19th St. (Phila.)	114,368	120,000			57,662	12,353	50
31 Oct. '66	8.50				Spruce & Pine (Phila. & G. & F.)	250,253	250,157			101,998	38,491	8
31 Oct. '66	7.00				10th & 11th St. (Citizens')	176,043	192,750			206,945	99,612	31
31 Oct. '66	6.25				13th & 15th St. (Phila.)		994,950			128,955	45,198	2
31 Oct. '66	25.00				Union (Philadelphia)	762,247	400,000	300,000		344,895	67,574	7
31 Oct. '66	9.29				West Philadelphia	358,523	249,000	100,000		292,461	80,847	10
31 Oct. '66	2.48				Wilkesbarre and Kingston	26,880	25,000		6,260	9,168	3,424	
31 Oct. '66	1.03				Williamsport	19,282	15,600		1,124	7,652	1,157	25
					<b>MARYLAND.</b>							
31 Dec. '62	21.00				Baltimore City	700,000	670,000		31,549	229,050	21,058	20
					<b>OHIO.</b>							
31 Dec. '62	5.00				Cincinnati Street	161,913	150,000					
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000					
31 Dec. '62	3.81				Passenger (Cinc.)	69,837	50,000					
31 Dec. '62	3.62				Pendleton & S. St. Mar't (Cin.)	70,000	80,000					

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount outstanding.	Rate.	Interest Payable.	Principal Payable.	Market Price.
Broadway (Brooklyn):					
Real Estate Mortgage	\$27,500	7 J. & J.	Month.	Year.	
Broadway & 7th Avenue:					
1st Mortgage	500,000	7 J. & D.	1884		
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7 J. & J.	1883		
Brooklyn and Rockaway:					
1st Mortgage	35,000	7 J. & J.			
Brooklyn Centr. & Jamaica:					
1st Mortgage	198,000	7 J. & D.	1870		
Brooklyn City:					
1st Mortgage	170,000	7 J. & J.	1872		
Brooklyn City & Newtown:					
1st Mortgage	200,000	7 J. & J.	1872		
Brooklyn City & Ridgewood:					

## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
<b>National Securities, Jan. 1, 1868.</b>											
Loan of Jan. 28, 1847.....	registered	14,690,912	6	Jan. & July.	1867	144	Massachusetts—State Almshouse Loan.....	100,000	6	May & Nov.	1872
Loan of March 31, 1848.....	registered		6	"	1868	136	"—S. Almsh. and State H. Loan.....	275,000	6	April & Oct.	73-74
Texas Indemnity, of Sep. 9, 1850.....	coupon	182,511	6	presentation.	Due.		"—Back Bay Land Loan.....	220,000	6	May & Nov.	1862
Loan of June 14, 1858.....	registered	20,000,000	6	Jan. & July.	1871	111	"—Lun. Hosp. (W. Mass.).....	150,000	6	April & Oct.	1868
Loan of June 22, 1860.....	registered	7,022,000	6	"	1874	111	"—Funding Loan.....	75,000	6	June & Dec.	1870
Loan of Feb. 8, 1861.....	registered	18,415,000	6	"	1871	116	"—Lun. Hosp. and State Prison.....	172,000	6	"	70-72
Oregon War Bonds of March 3, 1861.....	coupon	1,016,000	6	"	1871	121	"—Lun. Hosp. (W. Mass.).....	94,000	6	Jan. & Dec.	1874
Loan of July 17, 1861.....	registered	284,245,000	6	"	1881	109	"—Union Fund Loan.....	50,000	6	June & Dec.	1877
Loan of Feb. 20, 1862.....	(5-20s).....		6	"	1881	109	"—Coast Defense Loan.....	600,000	6	Jan. & July.	1883
Loan of March 3, 1864.....	(5-20s).....		6	"	1881	109	"—Bounty Fund Loan.....	200,000	6	"	1883
Loan of March 3, 1865.....	(5-20s).....		6	"	1881	109	"—sterling.....	4,379,500	6	May & Nov.	1894
" " 2d series (5-20s).....	registered		6	"	1881	109	"—Union Fund Loan.....	3,998,000	6	"	1894
" " 3d series (5-20s).....	registered		6	"	1881	109	"—War Loan (currency).....	850,000	6	Jan. & July.	71-78
Loan of March 3, 1864.....	(10-40s).....	177,907,800	6	Jan. & July.	1881	109	"—Western R.R. Loan (sterling).....	2,150,000	6	Mar. & Sept.	71-76
Pacific R. R. Bonds.....	(10-40s).....	20,713,000	6	May & Nov.	1882	105	"—Eastern R.R. Loan.....	4,819,520	6	April & Oct.	68-71
Pacific R. R. Bonds.....	(10-40s).....	20,713,000	6	May & Nov.	1882	105	"—Southern Vermont R.R.....	275,000	6	Jan. & July.	69-71
Transp. Notes (7-30s) June 30 '61: 2d series.....		233,265,450	6	May & Nov.	1884	105	"—Troy and Greenfield R.R.....	200,000	6	April & Oct.	61-63
" (1-30s) Mar. 3 '35: 3d series.....		15,708,828	6	Jan. & July.	1885	104	" " (stg.).....	664,180	6	"	61-63
Matured Debt not presented.....		20,104,580	6	"	1885	104	Michigan—San't Canal Bonds.....	190,000	6	Jan. & July.	1878
Gold Certificates of Deposit.....		46,244,780	6	"	1886	104	"—Renewal Bonds.....	216,000	6	"	73-83
Coupon Interest Notes 1864 '65.....		350,159,127	6	"	1887	104	"—Two Million Loan Bonds.....	1,768,000	6	"	1868
United States Notes (greenbacks).....		23,285,000	6	Mar. & Sept.	1884	104	"—War Loan Bonds.....	1,111,660	7	"	1886
Three per cent. certificates.....		31,597,584	6	Jan. & July.	1904	102	"—Bounty Loan Bonds.....	485,800	7	May & Nov.	1890
Fractional currency.....		13,900,000	6	June & Dec.	1868	104	Minnesota—State Building Loan.....	100,000	7	Jan. & July.	1877
Navy Pension Fund.....			6	Jan. & July.	1868	105	"—Railroad Loan Bonds.....	2,275,067	6	"	1883
<b>State Securities, latest.</b>											
Alabama—State Bonds.....	coupon	163,000	6	Jan. & July.	1867		Mississippi—State Bonds (Planters' Bank).....	2,000,000	6	"	41-71
" " (extended).....		1,941,000	6	At maturity.	3 yrs		" " (Union Bank).....	6,000,000	6	"	Var.
" " (funded coup.).....		437,850	6	May & Nov.	1872		Missouri—State Bonds.....	922,000	6	Jan. & July.	62-83
" " (sterling).....		648,000	6	"	1885		"—Hannibal and St. Joseph R.R.....	3,000,000	6	"	61-86
Arkansas—Bank Loan (real estate).....	coupon	899,000	6	Jan. & July.	1876		"—Pacific R.R.....	7,000,000	6	"	61-87
" " (State Bank).....		610,000	6	April & Oct.	1876		"—Southwestern R.R.....	4,500,000	6	"	65-87
California—Civil Bonds of 1867.....	coupon	3,727,500	7	Jan. & July.	1877	128	"—North Missouri R.R.....	4,350,000	6	"	62-87
" " 1860.....		198,600	7	"	1880		"—Iron Mountain R.R.....	3,590,000	6	"	63-89
"—Soldiers Relief Bonds.....		1,545,500	7	"	83-84		"—Calro and Fulton R.R.....	650,000	6	"	65-87
Connecticut—War Bonds of May, 1861.....		2,000,000	6	Jan. & July.	71-81	98	"—Plate County R.R.....	700,000	6	"	1887
" " Oct. 1861.....		2,000,203	6	"	72-82	98	New Hampshire—War Loan of July 1, 1861.....	1,194,100	6	Jan. & July.	67-78
" " Nov. 1863.....		2,000,000	6	"	1883		" " Sept. 1, 1861.....	600,000	6	Mar. & Nov.	84-89
" " May, 1864.....		2,000,000	6	April & Oct.	74-84		" " Oct. 1, 1866.....	600,500	6	April & Oct.	67-74
" " May, 1865 (free).....		2,000,000	6	"	1895		" " July 1, 1866.....	600,000	6	Jan. & July.	1869
Florida—State Bonds.....	coupon	370,617	6	Jan. & July.	var.		New Jersey—War Loan of 1861 (free).....	1,799,900	6	Jan. & July.	67-84
Georgia—State Bonds (Railroad).....	coupon	276,000	7	various.	72-74	81	" " 1863 ( " ).....	1,600,000	6	"	66-96
" " (Act Mar. 12 '66).....		3,030,000	7	Jan. & July.	1864		" " 1864.....	793,400	6	"	67-92
" " (Railroad).....		1,589,000	6	"	68-74		New York—General Fund Bonds.....	700,000	7	J. A. J. & O.	1870
" " (Railroad).....		734,000	6	Feb. & Aug.	78-80	71	"—Bounty Fund Bonds.....	2,550,000	7	Jan. & July.	1870
" " (Sterling).....		72,900	6	Mar. & Sept.	1869		"—General Fund Bonds.....	2,728,500	7	"	1877
Illinois—Ill. and Mich. Canal.....	coupon	1,157,223	6	Jan. & July.	1870	99	" " ".....	1,189,780	6	"	pleas.
"—State Bonds.....	coupon	1,229,837	6	"	1870		" " ".....	600,000	6	"	1869
" " ".....		945,910	6	"	70-70		" " ".....	509,000	6	"	1878
"—War Loan Bonds.....		4,357,253	6	"	77-79	99	"—Canal Fund Bonds.....	3,850,000	6	J. A. J. & O.	1871
Indiana—State Bonds.....	coupon	1,191,992	6	Jan. & July.	1870	99	" " ".....	6,690,000	6	"	1873
" " ".....		3,829,936	6	"	1879		" " ".....	2,250,000	6	"	1874
" " ".....		309,000	6	"	1879		" " ".....	1,460,000	6	"	76-77
Iowa—State Bonds.....	coupon	180,000	6	May & Nov.	1886	99	"—General Fund Bonds.....	909,607	6	Jan. & July.	pleas.
"—War Loan Bonds.....		300,000	7	Jan. & July.	1888	95	" " ".....	442,900	6	May & Nov.	1869
Kansas—State Bonds.....	coupon	99,945	6	Jan. & July.	1875		" " ".....	900,000	6	Jan. & July.	1875
"—War Loan Bonds.....		500,000	6	"	76-81		" " ".....	800,000	6	"	1878
Kentucky—State Bonds.....	coupon	901,000	6	Jan. & July.	68-71		"—Canal Fund Bonds.....	3,850,000	6	J. A. J. & O.	1871
" " ".....		1,421,000	6	April & Oct.	70-71		" " ".....	6,690,000	6	"	1873
" " ".....		415,000	6	May & Nov.	1879		" " ".....	2,250,000	6	"	1874
" " ".....		253,000	6	April & Oct.	67-73		"—General Fund Bonds.....	909,607	6	Jan. & July.	pleas.
"—Military Bonds.....		616,000	6	various.	80-85		" " ".....	442,900	6	May & Nov.	1869
Louisiana—State Bonds (Banks).....	coupon	4,832,983	6	Feb. & Aug.	68-86		" " ".....	900,000	6	Jan. & July.	1875
" " (Railroads).....		2,928,000	6	various.	69-99		"—Canal Fund Bonds.....	3,850,000	6	J. A. J. & O.	1871
" " (Schools, &c.).....		665,000	6	Jan. & July.	1897		" " ".....	6,690,000	6	"	1873
" " (Levees).....		1,000,000	6	various.	1883		" " ".....	2,250,000	6	"	1874
" " (New).....		892,300	6	"	86-87		"—General Fund Bonds.....	909,607	6	Jan. & July.	pleas.
Maine—Mass. Land Debt of '53.....		150,000	6	October.	67-72		" " ".....	442,900	6	May & Nov.	1869
"—Civil Loans of 1855-56.....	coupon	174,000	6	Mar. & Sept.	67-74		" " ".....	900,000	6	Jan. & July.	1875
" " 1857-61.....		171,000	6	various.	75-78		" " ".....	800,000	6	"	1878
"—War Loan of 1861.....		800,000	6	"	1871		"—Canal Fund Bonds.....	3,850,000	6	J. A. J. & O.	1871
" " 1863.....		625,000	6	Mar. & Sept.	1883	98	" " ".....	6,690,000	6	"	1873
"—Bounty Loan of 1863.....		475,000	6	Feb. & Aug.	1880		" " ".....	2,250,000	6	"	1874
"—War Loan of 1864.....		2,332,500	6	June & Dec.	1879		"—General Fund Bonds.....	909,607	6	Jan. & July.	pleas.
Maryland—State Bonds (Balt. & Susq. R.R.).....		315,000	3	J. A. J. & O.	1890	98	" " ".....	442,900	6	May & Nov.	1869
" " (S. & T. W. Can.) sterl.....		1,017,632	6	"	1865		" " ".....	900,000	6	Jan. & July.	1875
" " (Balt. and Ohio R.R.).....		24,000	6	"	1880		"—Inclined Plane Bonds.....	400,900	6	April & Oct.	1879
" " (O. and O. Can.) sterl.....		1,406,507	6	"	1889		"—State Bonds, 1st series.....	92,350	6	Jan. & July.	1877
" " (R. R. various).....		120,000	6	"	1889		" " 2d series.....	99,480	6	"	1882
" " ".....		169,974	6	"	89-90		" " 3d series.....	720,983	6	"	1892
" " (B. & O. R.R.) curfey.....		3,277,388	6	"	1890		" " 1st series.....	4,907,150	6	"	1877
" " (O. and O. Can.).....		3,259,616	6	"	1890		" " 2d series.....	7,909,520	6	"	1882
" " (Ohs. & Ohio Can.).....		2,090,900	6	"	1470		" " 3d series.....	9,270,017	6	"	1892
" " (Balt. & Susq. R.R.).....		1,000,000	6	"	1870		"—Military Loan Bonds.....	3,000,000	6	Feb. & Aug.	1871
" " (Bounty).....		601,000	6	"	abt. 74	100	Rhode Island—State War Bonds of 1861.....	485,500	6	April & Oct.	1871
" " (Ohs. & Ohio Can.).....		30,000	6	"	1885		" " 1862.....	1,196,000	6	Mar. & Sept.	1882
" " (Balt. & Susq. R.R.).....		429,883	6	"	1890		" " 1863.....	269,000	6	April & Oct.	1883
Massachusetts—Funding Loan.....		15,000	6	June & Dec.	1868		" " 1864.....	776,000	6	Jan. & July.	1898
" " ".....		21,000	6	"	1870		" " ".....	917,000	6	Feb. & Aug.	1894
"—General States Loan.....		160,000	6	Jan. & July.	1870		South Carolina—Free Loan Bonds.....	798,398	6	J. A. J. & O.	68-70
"—Funding Loan.....		17,000	6	June & Dec.	1872		"—State Bonds (various).....	3,275,000	6	Jan. & July.	71-90
			6	"	1870		" " (new).....	1,210,303	6	"	1887
			6	"	1870		Tennessee—State Bonds.....	1,949,430	6	April & Oct.	1868
			6	"	1870		" " ".....	239,167	6	"	Var.
			6	"	1870		"—Railroad, &c., Loan Bonds.....	1,706,000	6	"	1868
			6	"	1870		" " endorsement.....	14,006,000	6	Jan. & July.	30 yrs.
			6	"	1870		"—New Bonds.....	6,000,000	6	"	Var.
			6	"	1870		Vermont—State War Bonds.....	1,587,500	6	June & Dec.	71-78
			6	"	1870		Virginia—State Bonds (sterling).....	1,865,000	6	Jan. & July.	long.
			6	"	1870		" " (sterling new).....	466,250	6	"	long.
			6	"	1870		" " ".....	108,000	6	"	long.
			6	"	1870		" " ".....	21,69,398	6	"	long.
			6	"	1870		" " ".....	10,900,000	6	"	long.
			6	"	1870		" " (new).....	1,379,500	6	"	1876
			6	"	1870		" " ".....	489,300	6	"	1884
			6	"	1870		" " ".....	39,000	6	"	1893
			6	"	1870		Wisconsin—State Bond.....	408,100	6	Jan. & July.	77-79



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	150,713	164,433	166,493	154,992	200,807	205,636	295,512	356,408	401,103	357,233	353,344	328,328	3,235,492
1865.....	289,445	347,211	432,240	255,045	472,498	410,800	493,382	596,584	541,481	675,446	634,243	576,265	5,823,335
1866.....	475,641	483,279	385,991	412,521	464,507	493,243	468,898	588,580	533,150	599,670	471,066	388,573	5,096,119
1867.....	377,362	380,190	489,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	446,596	350,537	5,130,023
Chicago and Alton:													
1863.....	109,580	101,558	104,372	122,084	132,201	145,542	149,137	157,945	170,044	170,910	156,889	153,294	1,678,706
1864.....	100,991	154,418	195,803	162,723	178,780	206,090	224,257	312,168	354,554	320,379	297,803	253,015	2,770,484
1865.....	280,508	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	387,956	307,919	236,824	3,440,091
1866.....	226,168	222,241	290,111	290,249	329,851	371,544	321,597	387,289	322,638	380,223	323,080	271,347	3,698,163
1867.....	240,238	142,947	238,262	283,921	339,091	543,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,706	144,996	170,537	139,142	160,306	210,729	216,030	196,485	201,134	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,574	375,880	324,866	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,860	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,596	183,885	267,230	209,099	277,506	306,693	238,928	317,977	400,941	425,474	345,028	290,268	3,466,922
1867.....	292,047	224,621	272,454	230,283	251,616	261,483	274,800	404,900	505,403	558,300	415,400	351,900	4,153,512
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	699,065	729,759	716,378	663,400	6,114,568
1864.....	541,005	482,164	499,206	468,359	585,623	747,044	702,691	767,508	946,707	932,682	754,671	647,512	7,979,490
1865.....	523,596	399,917	523,745	587,519	658,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,279	896,712	893,357	800,325	1,038,324	1,451,284	1,508,833	1,210,387	918,088	11,632,848
Chicago and Great Eastern:													
1863.....	33,820	33,804	38,485	40,641	37,588	38,058	30,208	50,198	61,495	61,787	51,388	60,895	623,864
1864.....	47,393	65,565	67,822	61,312	59,182	58,178	38,518	85,458	87,087	87,876	94,543	78,111	850,495
1865.....	77,878	77,242	83,450	75,514	76,674	91,977	91,075	97,145	106,889	118,610	116,293	91,564	1,103,821
1866.....	90,415	79,480	110,079	107,072	120,480	118,603	86,037	107,052	104,547	132,725	136,597	123,785	1,317,102
1867.....	95,223	80,923	93,872	103,154	90,683	87,784	81,500	94,867	120,495	143,605	-----	-----	-----
Des Moines Valley:													
1866.....	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,583	73,140	60,296	580,371
1867.....	49,094	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,678	60,867	-----	-----
Erie:													
1863.....	845,695	859,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864.....	984,337	984,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,234,217	13,439,643
1865.....	1,001,007	947,146	1,256,596	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,488,689	1,522,472	1,429,765	16,434,775
1866.....	1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1867.....	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,746	1,498,718	1,421,881	-----	-----
Illinois Central:													
1863.....	290,944	271,085	275,043	289,224	324,687	407,992	343,929	511,805	475,578	496,433	437,679	424,531	4,571,023
1864.....	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,291	657,141	603,492	6,329,447
1865.....	671,536	528,972	616,695	616,608	460,573	617,682	578,403	747,469	739,736	641,589	643,387	618,088	7,181,308
1866.....	608,053	508,286	506,465	411,008	569,250	567,870	480,626	578,253	571,348	661,971	638,219	504,066	6,646,741
1867.....	680,433	654,201	417,352	420,365	477,607	496,616	497,879	634,377	705,265	761,499	679,160	-----	-----
Marietta and Cincinnati:													
1863.....	58,203	58,778	60,540	64,906	55,326	40,706	58,704	52,864	77,112	83,050	76,784	68,893	710,235
1864.....	77,010	74,409	89,901	72,389	88,998	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,068,165
1865.....	96,672	87,791	93,763	78,607	76,248	107,625	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866.....	90,411	85,447	84,351	81,131	96,388	108,373	98,043	106,921	104,896	113,504	112,932	123,802	1,201,239
1867.....	94,138	78,976	92,910	92,768	90,526	95,585	105,594	114,718	121,217	142,823	132,887	128,383	1,266,971
Milwaukee and Prairie du Chien:													
1864.....	102,749	115,135	83,221	140,418	156,747	212,209	189,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	228,840	110,664	1,986,712
1866.....	121,776	84,897	72,138	108,082	267,488	262,172	170,796	116,234	150,989	245,701	244,864	95,787	1,935,900
1867.....	143,000	86,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,286	189,145	238,012	308,106	375,567	332,290	348,048	3,302,542
1864.....	256,000	304,445	338,454	330,651	297,126	315,268	275,891	358,862	402,219	407,107	448,924	411,806	4,120,162
1865.....	365,100	386,881	413,974	365,180	361,439	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,926,727
1866.....	512,846	277,234	412,715	413,970	418,024	384,684	338,565	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	305,567	311,089	379,761	391,168	358,601	304,232	312,379	428,782	487,869	539,435	423,341	370,757	4,613,744
Michigan Central:													
1863.....	242,073	245,858	238,432	238,495	238,455	206,221	193,323	215,449	308,168	375,488	339,794	306,188	3,168,065
1864.....	252,435	278,548	338,302	338,276	271,553	265,780	262,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	395,693	329,105	413,601	476,691	490,694	447,670	328,570	4,520,550
1866.....	282,439	285,796	337,158	343,787	365,196	335,083	324,956	369,646	429,161	493,640	414,004	308,869	4,260,116
1867.....	304,095	288,981	375,210	382,733	333,952	284,977	312,021	398,993	464,778	505,293	412,904	330,373	4,371,078
Milwaukee and St. Paul:													
1864.....	51,965	40,474	64,993	33,202	131,948	128,970	99,862	86,482	164,710	221,638	198,135	129,227	1,402,106
1865.....	85,181	86,528	96,905	106,269	203,018	237,562	251,800	241,370	300,941	395,579	346,717	171,125	2,536,631
1866.....	131,707	123,404	123,957	121,533	245,622	244,376	208,785	189,815	276,416	496,359	323,539	129,287	2,538,800
1867.....	146,800	180,000	184,900	192,548	230,497	221,690	193,763	205,436	403,475	-----	-----	-----	-----
New York Central:													
1862.....	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863.....	790,167	807,590	911,397	839,129	841,165	815,612	840,450	1,079,551	1,041,522	1,045,401	1,157,818	1,109,533	11,069,533
1864.....	921,531	936,637	1,056,023	1,029,736	1,029,736	1,056,713	1,278,117	1,450,071	1,227,113	1,197,505	1,116,929	1,357,709	13,857,709
1865.....	967,869	1,136,381	955,659	1,245,521	1,132,701	1,162,024	1,496,753	1,524,434	1,528,339	1,496,366	1,117,853	1,171,853	14,576,128
1866.....	1,086,900	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,480,929	1,530,518	1,211,108	986,857	1,413,215	14,143,215
1867.....	901,571	846,863	1,075,778	1,227,286	1,095,731	934,536	1,101,698	1,388,915	1,732,673	-----	-----	-----	-----
Ohio and Mississippi:													
1864.....	210,329	260,466	309,281	268,443	224,957	228,242	263,176	302					

## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Convert. (guar. by Dir.)	150,000	7			1868		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	66
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,706	8			1864		1st Mortgage	1,897,000	7	Jan. & July.	New York.	1870	108
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1898	92
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1885	85
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	760,000	7	May & Nov.	"	1888	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	75
1st Mortgage, Penn.	2,324,300	7	"	"	1877		Equipment Bonds	185,000	7	Apr. & Oct.	"	1874	70
2d Mortgage	913,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	1898-71	97
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	89
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1885	89
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"	"	"
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1890	90
Consolidated Bonds	16,383,500	7	Quarterly.	London.	1890		3d Mortgage	500,000	8	"	"	1877	"
Atlantic and St. Lawrence:							Cincinnati, and Zanesville:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1868		1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	"
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	N.Y., P. & Bos.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coups.)	1,000,000	6	Various.	"	1870		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	91
Baltimore and Ohio:							3d Mortgage	587,000	8	March & Sept.	"	1876	"
Maryland Sterling Bds of 1889.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Hubbard Branch	105,600	7	"	"	"	"
Mortgage Coupon	1,362,000	6	April & Oct.	Baltimore.	1885	98	Clev., Painesville and Ashtabula:						
"	628,500	6	Jan. & July.	"	1880	96	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	1,021,760	6	Jan. & July.	"	1875	96	Dividend Mortgage	1,000,000	7	"	"	1880	"
"	915,280	6	Ja. Ap. Ju. Oc.	"	1867	98	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92	2d Mort. (M. L.) or 1st Extension	1,122,000	7	March & Sept.	New York.	1873	91
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	75
Bellefontaine and Indiana:							Clev., Columbus and Cin.:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-90	90	1st Mortgage, Coupon	460,000	7	Jan. & July.	New York.	1874-90	"
2d Mortgage	453,000	7	"	"	1870	82	Cleveland and Toledo:						
Income bonds	87,000	"	"	"	1870	"	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	"
Selvidore Delaware:							Junction 1st Mortgage 2d Div.	128,000	7	June & Dec.	"	1872	"
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	80	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	"
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	"	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	102
Boston Concord and Montreal:							Columbus and Indiana Central:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.	"	"
1st Mortgage	300,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"	"	"
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95	Columbus and Xenia:						
2d Mortgage Coupons	260,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	"
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	50,000	6	March & Sept.	Boston.	1878	94
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	93	1st Mortgage	675,800	6	June & Dec.	Boston.	1876	90
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	104
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	"
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98	3d Mortgage	642,000	7	"	"	"	"
Income (1 in '99, 1 in '72)	200,000	7	Jan. & July.	"	var.	"	Toledo depot bonds	169,500	7	"	"	"	"
Special Erie and North-East	149,000	7	"	"	1871-70	"	Dayton and Western:						
Burlington and Missouri:							1st Mortgage	238,000	7	March & Sept.	New York.	1882	80
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		2d Mortgage	250,000	7	June & Dec.	"	"	40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,160	7	"	"	1870	93-80	1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Camden and Amboy:							Guaranteed.	100,000	6	"	"	1875	"
English debt (S. F.) \$350,550.	1,841,862	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	"
American Loan	8,335	6	"	New York.	1864		Delaware, Lackawanna and Wn:						
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
" \$800,000	338,040	6	"	"	1870	96	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	97
" \$875,000	675,000	6	"	"	1875	90	2d Mortgage	1,668,000	7	March & Sept.	"	1881	97
" \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87	Des Moines Valley:						
" \$2,500,000	887,000	6	May & Nov.	"	1889	83	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	93	Income	348,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	493,000	6	April & Oct.	"	1879	75	2d Mortgage	1,000,000	8	"	"	1866	"
Catawissa:							3d Mortgage (convertible)	750,000	10	"	"	1863	"
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	600,000	8	"	"	"	"
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Construction bonds, 2d Div'n	660,000	7	"	"	"	"
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	85	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	"
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	"	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	1866-71	"
1d Mortgage (S. F.)	960,000	7	"	"	1885	85	Ressex Railroad Bonds	214,400	6	"	"	1876	"
4th Mortgage (S. F.)	1,205,800	7	"	"	1875	80	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	1875-80	"	Endorsed by State of Tennessee	139,480	"	"	"	"	"
Central Pacific of California:							Mortgage (ordinary)	780,420	"	"	"	"	"
1st Mortgage	2,286,000	6	Jan. & July.	New York.	1898	94	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	92	State of Tennessee Bonds	1,399,000	6	"	"	"	"
Cheshire:							Endorsed by State of Tennessee	185,000	"	"	"	"	"
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	1875-80	92	1st Mortgage (after State)	74,000	"	"	"	"	"
Chicago, Burlington & Quincy:							2d Mortgage bonds	14,000	"	"	"	"	"
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111	Esch and Williamsport:						
" " " " " "	3,123,000	8	"	"	1883	"	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
Plain Bonds, dated Sept. 20, 1890	850,000	7	March & Sept.	"	1890	"	Five per cent bonds	670,000	5	April & Oct.	"	"	60
2d Mortgage, inconvertible	941,000	4	July.	Frankfort O. M.	1890	"	Erie and North-East:						
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	"
Central Military Trust, 2d Mort.	14,000	8	May & Nov.	"	1868	"	Evansville and Crawfordville:						
O. B. & Q. Serip	413,250	"	Jan. & July.	Frankfort O. M.	"	"	Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1899	"
Chicago and Alton:							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	"
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102	Florida:						
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	100	Internal Improvement (State)	1,655,000	7	"	"	1891	82
Income Bonds	1,700,000	7	April & Oct.	"	1883	91	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	"



\* ) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var., that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due	Pr ce.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$900,000	7			1891		Memphis and Charleston State [Tenn.] Loan .....	\$1,095,590	6	Jan. & July.	New York.	1892	
Free Land, 2d Mortgage .....	200,000	8			1891		1st Mortgage .....	1,254,000	7	May & Nov.	"	1890	
Galena and Chicago Union:							2d Mortgage .....	287,000	7	Jan. & July.	"	1895	
1st Mortgage Coupon .....	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:						
2d Mortgage (S. F.) Coupon .....	1,173,000	7	May & Nov.	"	1875	98	1st Mortgage sterling .....	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line .....	189,000	7	Jan. & July.	"	1879		1st Mortgage S.F. (convertible) .....	500,000	8	March & Sept.	"	1869	
Mississippi River Bridge .....	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar .....	1,777,000	8	"	N. Y. & Boston	1869	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar .....	283,000	8	April & Oct.	"	1882	109
1st Mortgage Western Division .....	1,090,000	10	April & Oct.	New York.	1893	101	1st Mortgage (S. F.) convertible .....	4,251,500	8	"	"	1882	109
" Eastern .....	45,000	7	Feb. & Aug.	"	1888	102	Mich. Southern and N'n Indiana:						
1st Mortgage whole line .....	2,500,000	7	"	"	1888		Northern Indiana, 1st .....	4,000	7	Feb. & Aug.	New York.	1861	
2d Mortgage " .....	2,500,000	7	May & Nov.	"	1893	70	Goshen Air Line .....	651,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph:							Detroit and Toledo .....	924,000	7	"	"	1876	88
Missouri State Loan (1st lien) .....	3,000,000	6	Jan. & July.	New York.	72-75	86	1st General Mortgage (S. F.) .....	4,863,000	7	May & Nov.	"	1886	97
Land Security .....	3,344,600	7	April & Oct.	"	1881	96	2d General Mortgage .....	2,993,000	7	"	"	1877	93
Convertible Bonds .....	822,000	7	Jan. & July.	"	1883	97	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage .....	4,593,000	7	Feb. & Aug.	New York.	1893	85
New Dollar Bonds .....	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d Mortgage .....	1,500,500	7	April & Oct.	"	1894	73
Hartford and New Haven:							Real Estate Purchase .....	135,500				1874	
1st Mortgage .....	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:						
Houston:							1st Mortgage (coupon) .....	390,500	7	Jan. & July.	New York.	1891	96
1st Mortgage .....	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota and Pacific .....						
Houston and Texas Central:							Real Estate .....	1,200,000	7	Jan. & July.		1892	61
State (1st Lien) Loan .....	210,000						Mississippi Central:						
Mortgage .....	125,000	7			1886		1st Mortgage .....	1,245,000	7	May & Nov.	New York.		
Hudson River:							2d Mortgage .....	1,517,000	7	Feb. & Aug.	"		
1st Mortgage .....	4,000,000	7	Feb. & Aug.	New York.	69-70	102	Mississippi Central and Tenn.:						
2d Mortgage (S. F.) .....	2,000,000	7	June & Dec.	"	1885	105	State (Tenn.) Loan .....	529,000	6				
2d Mortgage .....	1,640,000	7	May & Nov.	"	1875	99	Mississippi and Missouri:						
Convertible .....	1,002,000	7	"	"	1867	100	1st Mortgage (convertible) .....	1,000,000	7		New York.		
Illinois Central:							2d Mortgage (S. F.) .....	400,000	8		"		
Optional Eight Bonds .....	28,000	7	Jan. & July.	New York.	1863		1st Land Grant .....	3,612,000	7		"		
Construction .....	6,688,500	7	April & Oct.	London.	1875		Mississippi and Tennessee:						
Construction .....	2,322,000	6	"	New York.	1875	118	Tennessee State Loan .....	167,800	6	Jan. & July.	New York.	1886	
Redemption bonds .....	2,563,000	6	"	"	1890		1st Mortgage .....	600,000	6	"	"	1870	
Sterling Redemption bonds .....	858,500	7	"	London.	1875		Income Bonds .....	297,500	10	"	Memphis.	1870	
Illinois and Southern Iowa:							Mobile and Ohio:						
1st Mortgage .....	200,000	7	Feb. & Aug.	New York.	1882		Tennessee State Bonds .....	1,099,160	6	Jan. & July.	New York.	1882	
Indiana Central:							Sterling (1st mort.) Bonds .....	4,187,000	6	"	London.		
2d Mortgage .....	264,000	10	Jan. & July.	New York.	1870	100	"		"	"	Mobile		
Indianapolis and Cincinnati:							Income Bonds of 1861 .....	146,200	8	"	N. Y. & Mob.	1861	
1st Mortgage .....	500,000	7	Jan. & July.	New York.	1888	91	"	1862-67 .....	625,700	8	"	Mobile.	62-65
Ind., Pittsburg and Cleveland:							"	ten years .....	75,542	8	"	"	
1st Mortgage .....	650,000	7	Jan. & July.	New York.	1870		Montgomery and West Point:						
2d Mortgage .....	347,000	7	"	"			Mortgage (due 1863 and '65) .....	30,500	6			63-65	
Indianapolis and Madison:							Mortgage .....	61,500	8			1866	
Mortgage .....	640,000	7	May & Nov.	New York.	1881	85	Bonds .....	100,000		Jan. & July.		1870	
Jeffersonville:							Bonds .....	299,200		"	"	1878	
1st Mortgage .....	187,000	7	March & Sept.	New York.	1861	86	Bonds .....	639,500		"	"	1881	
2d Mortgage .....	392,000	7	April & Oct.	"	1873	86	Morris and Essex:						
Joliet and Chicago:							1st Mortgage (S. F.) .....	5,000,000	7	May & Nov.	New York.	1915	98
1st Mortgage (S. F.) .....	500,000	8	April & Oct.	New York.	1883	105	2d Mortgage .....	1,500,000	7	Feb. & Aug.	"		85
Joliet and N. Indiana:							Muscooge:						
1st Mortgage (guar.) .....	800,000	8	Jan. & July.	New York.	1874		1st Mortgage .....	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town) .....	900,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed) .....	1,500,000					
2d Mortgage .....	230,000	6	"	Angusta.	1861		Naugatuck:						
*Kentucky Centr. (Gov. and Lex.)							1st Mortgage conv .....	224,000	7	Jan. & July.	Bridgeport.	1873	
1st Mortgage .....	160,000	6					*New Albany and Salem:						
1st Mortgage .....	230,000	7					1st Mortgage .....	2,285,000	6				
2d Mortgage (convertible) .....	1,000,000	7					N. Hav., N. Lond. and Stonington:						
Lehigh Valley:							2d Mortgage .....	200,000	6	Jan. & July.	New Haven.	1868	91
1st Mortgage .....	1,477,000	6	May & Nov.	Philadelphia.	1873	91	Extension .....	116,000	6	May & Nov.	"	1873	
La Crosse and Milwaukee:							New Haven and Northampton:						
1st Mortgage (Eastern Div.) .....	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage .....	500,000	7	Jan. & July.	New Haven.	1869	
Lackawanna and Bloomsburg:							1st Mortgage (H. & Hamp.) .....	103,000	6				
1st Mortgage .....	2,024,578	7	Jan. & July.	Philadelphia.	1881		New Jersey:						
Lexington and Frankfort:							Company's (various) .....	855,000	6	Semi-annually.	New York.	var.	
Mortgage, due 1869 and '74 .....	68,000	6	Jan. & July.	Lexington.	69-74		New London Northern:						
Little Miami:							1st Mortgage .....	60,000	7	Jan. & July.	New London.	1871	100
Mortgage (coupon) .....	1,200,000	6	May & Nov.	New York.	1883	100	Extension Bonds .....	72,500	6	March & Sept.	"	1885	
Long Island:							N. Orl'ns, Jackson and Gt. North:						
State Loan (S. F.) .....	100,000	5	Jan. & July.	New York	1876	92	1st Mortgage Coupon .....	2,741,000	8	Jan. & July.	New York.	1886	
1st Mortgage .....	500,000	6	"	"	1870		2d Mortgage Bonds .....	241,000					
Ext. bonds (Hunter's Point) .....	176,000	7	Feb. & Aug.	"	1890		N. Orleans, Opelousa and Gt. West:						
Ext. bonds (Glen Cove Br.) .....	150,000	7	May & Nov.	"	1893		Louisiana State Loan .....	650,000	6				
Long Dock Co.:							New Orleans City Subscription .....	1,500,000	5				
Mortgage Bonds .....	2,007,000	7	June & Dec.	New York.	1882	96	1st Mort. Construction .....	1,730,600	8			1889	
Louisville and Frankfort:							New York Central:						
Louisville Loan .....	100,000	6	Jan. & July.	New York.	1881		Premium [S. F.] Bonds .....	6,189,954	6	May & Nov.	New York.	1883	91
1st Mortgage .....	120,000	6	"	"	68-73		Funding [S. F.] Bonds .....	1,514,000	7	Feb. & Aug.	"	1876	
Louisville and Nashville:							Exchanged St'ks [S. F.] Bds .....	694,000	6	May & Nov.	"	1883	102
1st Mortgage Main Stem .....	1,594,000	7	Feb. & Aug.	New York.	68-77		" [B. & N. F.] .....	77,000	6	"	"	1883	
Lebanon Branch 1st Mortgage .....	600,000	7	"	"	70-86		Real Estate [S. F.] Bonds .....	166,000	6	"	"	1883	
Memphis Branch 1st Mortgage .....	287,000	7	"	"	70-75		Real Estate Bonds & Mortgages .....	131,216	7	var.	"	var.	
Bardstown and Louisville .....	80,000	7	"	"	1870		"	45,560	6	"	"	1883	
City of Louisville bonds .....	1,074,000	7	"	"	68-87		Bonds of Aug. 1859, Convertible .....	453,000	7	Feb. & Aug.	"	1876	
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, [S. F.] .....	2,900,000	6	June & Dec.	"	1887	91
1st Mort. (\$3,900,000) .....	1,500,000	7	Jan. & July.	New York.	1897	86	New York and Erie:						
Maine Central:							1st Mortgage .....	3,000,000	7	May & Nov.	New York.	1867	
Loan \$1,100,000 .....	1,092,900	6	"	"	70-81		2d Mortgage .....	4,000,000	7	March & Sept.	"	1879	102
Loan \$400,000 .....	314,100	6	"	"	70-71		3d Mortgage .....	6,000,000	7	"	"	1883	
McMinnville and Manchester:							4th Mortgage .....	4,441,000	7	April & Oct.	"	1880	98
State [Tenn.] .....	372,000	6					5th Mortgage .....	926,500	7	June & Dec.	"	1888	92
Mortgage .....	24,000	7					Buffalo Branch .....	186,400	7	Jan. & July.	"	1891	89
Manetta and Cincinnati:							Sterling Bonds .....	\$,876,620			London.	1875	
1st Mortgage Bonds .....	2,388,386	7	Feb. & Aug.	New York.	1891	88	New York and Harlem:						
1st Mortgage Sterling .....	1,000,000	7	"	"	1891		1st Mortgage .....	3,000,000	7	May & Nov.	New York.	1873	101
2d Mortgage .....	800,000	7	May & Nov.	New York.	"	65	Consolidated .....	1,000,000	7	Feb. & Aug.	"	1893	100
Scioto & Hocking Val. R. mort.							3d Mortgage .....	980,300	7	Jan. & July.	"	1867	98
Memphis, Clarksv. and Louisv.							New York and New Haven:						
State [Tenn.] Loan .....	\$910,000	6					Mortgage Bonds, Coupon .....	1,688,500	6	April & Oct.	New York.	1875	96
Memphis and Ohio							N. York, Providence and Boston:						
State [Tenn.] Loan .....	\$400,000	6					1st Mortgage .....	500,000		Feb. Aug.	New York		

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S.F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$329,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	822,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Pref. Stock (see 2d mort. b'ds)	165,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensb.	520,000	7	June & Dec.	New York.	1891	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	1,800,000	7	Feb. & Aug.	Boston.	1863	139
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	2d Mortgage	937,500	7	"	"	1863	40
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	94	3d Mortgage	440,000	7	"	"	1863	3
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	82	Sacramento Valley:						
North Pennsylvania:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Chattel Mortgage	300,000	10	"	"	1887	110	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	2d Mortgage	148,000	7	"	"	1875	
Norwich and Worcester:							Six per cent	73,972	6	"	"	1878	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Sandusky, Mansfield and Newark:						
Bonds for Dividend Scrip	59,000	7	"	New York.	'64-'74		1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63-'70		Seaboard and Roanoke:						
Ohio and Mississippi:							1st Mortgage	210,000	7	"	"	1880	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	2d Mortgage	71,000	7	"	"	1870	
1st Mortgage—Western	850,000	7	"	"	1872		Registered Convertible	123,898	7	"	"	1873	
2d Mortgage—Western	750,000	7	"	"	1874		South Carolina:						
Orange and Alexandria:							State Loan	137,000	6	"	"	1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	643,500	7	April & Oct.		'69-'91	
2d Extension	570,500	8	May & Nov.	"	1873	88	Steril. Skg. rd b'ds after Jan. 1, '70	2,012,924	5	Jan. & July.	London.	1886	
Ogdensburg & Lake Champlain:							Do. do.	273,167	5	Jan. & July.	Charleston.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	98	Southern Mississippi:						
Oswego and Syracuse:							1st Mortgage	500,000					
1st Mortgage	336,000	6	Jan. & July.	Oswego.	'70-'80		South-Western (Ga.):						
Pacific (Mo.):							1st Mortgage	437,000			Macon.	'75-'85	
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	96	Stenberv and Ind. (P. C. and O.):						
Panama:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage Sterling	345,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	78	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
Pennsylvania:							" (series B)	1,100,000	7	Jan. & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93	" (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" Income (series E)	1,700,000	7	"	"	1894	77
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	St. L. Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-'70-'72)	814,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	77
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. German'n and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
1st Mortgage (general)	5,000,000	6	"	"	1881	93	Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	80
2d Mortgage	3,000,000	7	"	"	1885		Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	90
3d Mortgage	4,900,000	6	"	"	1901		Vermont Central:						
Philadelphia and Reading:							1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	62
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		2d Mortgage Coupon	1,800,000	7	Jan. & July.	"	1867	24
" 1849	2,695,000	6	April & Oct.	"	1870	96	Vermont and Massachusetts:						
" 1861	106,000	6	Jan. & July.	"	1871	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
" 1843	1,525,800	6	"	"	1880	91	Virginia Central:						
" 1844	804,000	6	"	"	1880	91	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1845	101,000	6	"	"	1880	92	Mortgage (coupons)	206,500	6	"	Richm'd	1872	
" 1849	67,000	6	"	"	1880	96	Mortgage (coupons)	983,000	6	"	New York.	1884	
" 1857 (convertible)	415,500	6	"	"	1886	96	State Loan 1866-'66	210,000	6	"	Richmond.		
" 1865	60,000	7	"	"	1886		Coupon bonds of 1865	53,000	8	"	"	1876	
Phila. Wilmington and Baltimore:							Funding Interest bonds	185,089	8	"	"	'70-'77	
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95	Dividend bonds	121,227	6	"	"	'65-'70	
Pittsburg and Connellsville:							Virginia and Tennessee:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
Pittsburg, Ft. Wayne and Chicago:							2d Mortgage	23,500	6	"	"	1873	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102	3d or Income Mortgage	314,500	6	"	"	1905	56
" (series B)	875,000	7	Feb. & Aug.	"	1912		Enlarged Mortgage	598,800	6	"	"	1884	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	
" (series E)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
2d Mortgage (series G)	800,000	7	Jan. & July.	"	1912	98	Watertown and Rome:						
" (series H)	800,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" (series I)	800,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	800,000	7	April & Oct.	"	1912		Sterling (\$899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" (series L)	800,000	7	May & Nov.	"	1912		Dollar Bonds	938,500	6	"	Boston.	1875	97
" (series M)	800,000	7	June & Dec.	"	1912		West Jersey:						
3d Mortgage	2,000,000	7	April	"	1912	89	1st Mortgage	238,000	6	March & Sept.	Camden.	1883	85
Ridge Bonds	165,500	7	May & Nov.	Philadelphia.	1876		2d Mortgage	772,000	7	"	Philadelphia.	1896	
Pittsburg and Steubenville:							Western Maryland:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	1st Mortgage guaranteed	696,000	6	Jan. & July.	Baltimore.	1890	71
Potomac and Watertown:							1st Mortgage	200,000	6	"	"	1890	84
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64-'74		Western Pacific:						
Quincy and Toledo:							1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
1st Mortgage	530,000	7	May & Nov.	New York.	1890	72	Wilmington and Manchester:						
Raleigh and Gaston:							1st Mortgage	598,000	7	June & Dec.	New York.	1868	
Coupon	100,000						2d Mortgage	200,000	7	May & Nov.	"	1873	
Haritan and Delaware Bay:							Income Bonds	193,000	7	March & Sept.	"	1864	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		Wilmington and Weldon:						
2d Mortgage	250,000	7	"	"	1885		Sterling Bonds	878,887	6	"	London.	1881	
Equipment Bonds	208,000	7	"	"	1876		"	197,777	7	"	"	1886	
Richmond, Fred. and Potomac:													
Sterling (\$67,000)	324,000	6	"	"	1890								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Read in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.	Price of	
M.	M.	M.	M.	No.	No.	No.																
ALABAMA.																						
30 Jun. '80	65.0	—	—	—	50.6	—	—	Alabama and Florida	1,451,388	—	—	877,963	508,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—	—
28 Feb. '80	30.3	—	—	—	53.1	2	2	Alabama and Mississippi	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—	—
31 May '80	109.6	—	—	—	67.8	11	9	Ala. and Tennessee Rivers	2,291,927	184,906	—	1,067,006	777,777	240,486	2,476,028	109.6	—	207,626	111,232	—	—	—
30 Jun. '80	57.0	—	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	255,791	76,773	21,006	—	—	—
31 Dec. '80	469.3	13.5	—	—	49.4	21	20	Mobile and Ohio	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,859	432.5	8 mon.	1,324,847	642,499	—	—	—
28 Feb. '80	88.5	28.4	—	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	285,781	3,065,586	116.9	170,707	449,007	189,402	—	—	—
ARKANSAS.																						
3 Nov. '80	38.5	—	—	—	107.5	—	—	Memphis and Little Rock	553,877	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—
CALIFORNIA.																						
30 Dec. '80	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,304	—	—	—
CONNECTICUT.																						
31 July '80	23.8	—	—	1.9	6	5	47	Danbury and Norwalk	345,793	66,483	8,266	304,900	100,000	—	—	23.8	53,855	103,333	26,249	3	—	—
31 Jan. '80	122.4	—	—	—	17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,356	302,511	2,037,940	1,866,740	—	—	122.4	319,433	644,726	166,199	—	—	—
31 Aug. '80	61.4	10.2	—	—	68.9	25	42	Hartford and New Haven	3,288,932	254,000	—	1,403,095	3,000,000	927,900	104,133	4,946,027	75.2	646,113	1,685,334	592,283	12	174
31 Dec. '80	74.0	—	—	—	8.9	10	12	Housatonic	2,439,775	—	—	347,819	2,000,000	—	150,848	2,787,594	124.0	192,999	478,065	66,463	—	—
31 Dec. '80	57.0	—	—	—	2.0	8	11	Naugatuck	1,455,639	—	—	1,100,000	295,000	34,066	—	—	62.0	159,074	419,469	133,922	10	—
28 Feb. '80	60.0	—	—	—	2.6	8	10	N. Haven, N. London and Ston.	1,454,040	—	—	738,538	766,000	—	—	62.0	—	—	—	—	—	—
30 Nov. '80	85.0	—	—	—	—	4	3	New Haven and Northampton	2,379,606	—	2,379,606	1,234,100	650,000	—	1,874,100	30.0	60,087	79,556	—	—	—	
30 Nov. '80	100.0	—	—	—	—	14	16	New London Northern	658,906	—	—	895,000	353,283	122,500	1,370,783	100.0	228,846	332,570	58,064	8	85	
31 Mar. '80	61.3	1.0	—	—	63.8	35	68	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	133	
30 Nov. '80	69.4	7.0	—	—	9.2	19	19	Norwich and Worcester	2,463,983	149,711	666,693	2,363,600	555,000	6,112	3,380,367	66.4	366,149	750,678	260,529	10	92	
DELAWARE.																						
31 Oct. '80	84.8	—	—	—	10.7	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	—	138,970	41,466	—	—	—
31 Oct. '80	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,900	—	18,535	744,520	—	6,024	749,544	5.0	—	27,283	10,390	0	—	—
FLORIDA.																						
30 Apr. '80	154.2	—	—	—	150	—	—	Florida	—	—	—	191,436	195,000	75,894	619,112	32.0	—	7,557	3,536	—	—	—
30 Apr. '80	32.0	—	—	—	3.0	13.0	3	Florida and Alabama	532,791	30,586	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '80	69.9	—	—	—	5.0	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '80	100.0	8.9	—	—	10.0	168.5	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GEORGIA.																						
30 Jun. '80	86.7	—	—	—	18	6	88	Atlanta and West Point	1,200,079	—	145,554	1,282,200	35,500	56,575	1,343,632	86.7	—	391,477	68,880	34	—	—
30 Jun. '80	82.6	—	—	—	8.7	70.9	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '80	63.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	738,700	129,500	—	—	30.0	—	168,988	96,612	—	—	—
30 Apr. '80	83.5	—	—	—	22.7	—	—	Brunswick and Florida	755,000	—	—	751,897	—	—	—	31.0	—	—	—	—	—	—
30 Nov. '80	191.0	—	—	—	—	—	—	Central of Georgia (and Bank)	4,472,000	—	1,849,923	4,666,800	786,000	183,940	6,683,956	229.0	—	1,734,749	359,214	—	—	—
31 Mar. '80	171.0	71.0	—	—	49	31	601	Georgia (and Bank)	4,472,000	—	1,849,923	4,666,800	786,000	183,940	6,683,956	229.0	—	1,734,749	359,214	—	—	—
30 Nov. '80	102.5	—	—	—	18	16	171	Macon and Western	1,500,000	—	1,992,361	1,500,000	386,000	—	241,932	7,175,281	242.0	1,338,142	246,366	64	—	—
31 July '80	60.0	—	—	—	7	2	107	Muscle Shoals	774,244	162,534	—	669,950	249,000	12,206	1,658,976	102.5	226,241	404,618	212,676	19	—	—
1 May '80	106.1	100.8	—	—	19	20	34	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—
31 July '80	138.0	—	—	—	52	24	70	South Western	3,383,131	414,195	53,366	3,302,900	437,000	146,067	3,855,721	228.8	306,338	1,006,953	332,551	9	—	—
30 Sep. '80	138.0	—	—	—	—	—	—	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	832,348	454,541	—	—	—
ILLINOIS.																						
31 Dec. '80	280.0	—	—	—	67	32	1,098	Chicago and Alton	10,118,322	—	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,334,116	3,695,152	1,484,616	84	121	—
30 Apr. '80	317.0	—	—	—	119	65	2,438	Chic., Burlington and Quincy	13,249,711	2,956,327	2,763,986	10,399,010	5,458,250	365,542	18,967,024	400.0	2,421,566	6,146,862	2,798,463	20	138	—
31 May '80	491.0	661.4	—	—	248	138	5,566	Chicago and Northwestern	41,871,570	—	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	317.0	—	10,161,735	2,226,997	—	—	—
31 Mar. '80	181.8	181.5	—	—	42	92	46	Chicago, Rock Isl. and Pacific	15,313,822	—	3,192,940	9,100,000	8,146,524	635,486	18,506,763	181.8	1,621,307	5,574,084	1,413,999	10	66	—
31 May '80	174.5	5.5	—	—	21	22	504	Great Western	4,039,561	—	—	1,645,561	2,350,000	—	4,214,342	180.0	—	742,097	377,476	—	—	—
31 Dec. '80	454.8	252.5	—	—	150	83	3,546	Illinois Central	20,954,453	—	10,583,833	23,415,780	12,144,000	—	41,478,280	708.3	3,603,962	5,546,741	2,176,447	10	188	—
31 Dec. '80	111.0	—	—	—	112	7	309	Toledo, Peoria & Warsaw	5,217,634	—	62,349	3,335,939	1,600,000	121,658	5,299,583	111.0	258,524	561,663	171,697	—	—	—
31 Dec. '80	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,240,744	489,568	—	—	—
INDIANA.																						
31 Aug. '80	132.0	—	—	—	41	23	765	Chicago and Great Eastern	2,312,344	288,255	125,587	1,442,834	1,240,000	4,562	2,736,187	132.0	240,145	559,128	246,720	—	—	—
31 Dec. '80	72.4	—	—	—	14	10	187	Evansville and Crawfordsville	1,667,039	274,081	20,641	611,050	1,254,500	15,900	2,102,761	109.0	—	442,893	158,541	—	—	—
31 Dec. '80	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	504,043	25,689	1,689,900	1,332,284	140,689	3,468,108	110.0	—	448,858	230,834	—	—	—
31 Dec. '80	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	—	240,522	1,872,000	997,000	106,879	2,975,878						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad				Equipment			Companies	Abstract of Balance Sheet										Earnings				
	Main Line	Lateral and Branch Lines	2d Track and Sidings	Road in progress or projected	Engines	Cars			Railroad and Appurtenances	Property and Assets			Liabilities				Balance Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Gross	Net	Dividends	Price of shares
						Passenger	Freight, etc.			Rolling Stock	Other Assets	Share Capital paid in	Bonded and Mortgage Debt	Other Liabilities									
MAINE.																							
30 Nov. '82	55.0				6	4	74	Androscooggin	1,050,000			151,538	444,638	205,584	757,381	63.5	76,244	79,761	43,461				
30 Jan. '86	149.0		25.0		41	17	849	Atlantic and St. Lawrence	7,654,089			2,494,900	2,471,560	1,985,870	7,962,330	149.0	878,378	1,116,113	177,873		45		
31 Dec. '86	63.0	9.5	8.0		12	11	120	Portland and Kennebec	8,000,000			1,000,000	2,000,000		3,000,000	109.5	809,481	612,118	177,423				
31 May, '85	99.7	9.5			13	15	223	Maine Central	4,232,201		57,091	1,447,000	2,753,800	120,597	4,301,457	109.2	171,568	489,592	219,302				
31 May, '87	61.3				14	6	167	Portland, Saco and Portsmouth	1,350,184		498,485	1,600,000			1,858,669	51.3	227,394	529,326	230,826	6	101		
MARYLAND.																							
30 Sep. '84	279.8	7.2			221	100	5,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,069	39,633,113	298.8	3,492,376	8,577,692	5,301,183	10	124		
30 Sep. '84	30.0							Washington Branch	1,650,000			1,650,000			2,217,477	39.0		884,481	258,462	10	127		
31 Dec. '87	139.0	4.0	25.0		92	64	5,723	Northern Central	9,522,789	1,382,962	1,739,030	4,513,900	6,424,500	1,913,611	12,644,731	326.0	1,739,704	4,042,125	1,167,973	8	43		
MASSACHUSETTS.																							
30 Nov. '86					18	16	60	Boston, Hartford & Erie	12,510,917	412,896		11,877,000	8,201,350	47,380	20,126,330	94.9	113,400	84,579	176,288		14		
30 Nov. '86	28.8	1.8	16.8		26	41	654	Boston and Lowell	2,465,434	183,345		521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	969,992	498,499	8	121	
30 Nov. '86	74.5	8.8	69.4		35	80	744	Boston and Maine	3,932,547	448,557		581,286	4,076,974		5,010,730	104.3	775,454	1,575,826	498,499	10	123		
30 Nov. '86	47.0	7.0	45.0		30	62	230	Boston and Providence	3,152,600	207,400		557,051	3,380,000	15,000		3,917,051	61.8	441,186	1,194,784	354,642	10	132	
30 Nov. '86	44.6	24.0	62.6		36	68	386	Boston and Worcester	4,082,584	437,416	1,259,810	4,500,000			401,679	6,769,810	83.6	729,470	1,914,729	490,201	10	131	
30 Nov. '86	46.0	1.1	2.7		7	17	8	Cape Cod Branch (par 60)	907,750	123,856		61,983	721,928		11,050	1,093,608	47.1	86,510	204,097	65,027	8	60	
30 Nov. '86	60.0	8.4	11.9		14	26	205	Connecticut River	1,747,155	189,816	300,144	1,650,000		250,000	594	2,237,115	53.4	255,863	617,145	177,822	8	112	
30 Nov. '86	44.1	50.4	35.1		33	32	679	Eastern	4,452,999	506,090	467,611	8,518,300	1,848,400	271,200	5,426,700	94.5	805,500	1,422,167	477,714	10	109		
30 Nov. '86	61.0	42.5	75.1		39	38	572	Fitchburg	3,199,351	360,149	456,729	3,540,000			4,006,729	28.5	477,105	1,077,444	347,247	10	122		
30 Nov. '86	14.0		2.5		3	4	4	Fitchburg and Worcester	254,774	40,226		247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6			
30 Nov. '86	12.4		2.5		2	4	4	Lowell and Lawrence	382,883	30,276	7,027	200,000	75,000	3,558	370,185	Op. by Boston & Lowell							
30 Nov. '86	14.6		17.4		11	16	249	Nashua and Lowell	558,919	96,684	114,623	600,000		25,430	773,226	41.5	216,731	441,304	90,986	8	128		
30 Nov. '86	20.1	1.2	1.2		4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	124,000		634,000	28.7	72,492	259,107	71,322	9	101		
30 Nov. '86	130.5	10.5	80.5		33	74	651	Old Colony and Newport	6,666,571	384,503		4,848,300	2,141,000	358,000	7,247,300	141.0	668,552	1,332,507	31,164	6	85		
30 Nov. '86	18.4		7.0		1	5	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	13.0	60,880	114,107	8,400	8	80		
30 Nov. '86	45.4	1.0	17.5		17	20	573	Providence and Worcester	1,453,596	302,788	121,286	1,750,000		127,580	1,871,680	44.4	295,130	701,147	13,860	8	124		
30 Nov. '86	16.8		1.7		3	4	197	Salem and Lowell	380,234	38,729	7,158	243,305	226,900	690	471,171	Op. by B. & O.							
30 Nov. '86	11.1	0.6	1.2		3	12	76	Taunton Branch	210,273	29,727	35,695	250,000			235,695	11.7	50,279	243,676	62,826	8	110		
30 Nov. '86	6.1		36.5					Troy and Greenfield			923,942	979,308				(Surrendered to the C. & O.)							
30 Nov. '86	69.8	8.0	5.8		11	16	180	Vermont and Massachusetts	2,259,080	207,343	117,892	2,800,000	561,650		3,554,321	77.3	153,121	435,965	140,643	84	544		
30 Nov. '86	156.1	17.3	144.4		89	72	1,380	Western (incl. Alb. & W.S. etc.)	10,937,212	880,115	5,223,176	6,710,300	5,945,020		17,190,503	166.1	1,689,062	3,922,017	1,408,791	10	544		
30 Nov. '86	46.7		10.6		11	14	229	Worcester & Nashua (par 55)	1,025,000	116,000	124,335	1,141,000		13,190	1,265,385	46.7	259,869	474,362	178,965	10	116		
NEW HAMPSHIRE.																							
31 Mar. '87	93.5		5.8		14	10	232	Boston, Concord and Montreal	2,850,000		431,345	1,800,000	1,050,000	30,974	3,231,345	93.5		467,714	147,122		80		
30 Nov. '86	53.0		8.0		21	15	271	Cheshire	2,688,907		247,251	2,086,925	673,200		2,934,181	70.6	422,417	109,857	24				
31 Mar. '86	34.5				21	22	484	Concord (par 50)	1,000,000		171,775	1,500,000			1,671,775	121.4	527,354	867,967	101,242	8	722		
31 Mar. '86	24.9		2.8		2	4		Manchester & Lawrence	825,000	175,000	62,327	1,000,000			1,052,327	62.7				8	123		
31 Mar. '86	29.3		2.8				40	Merrimack and Conn. Rivers	698,258			666,588	568,000										
31 Mar. '87	99.2	13.0	12.6		24	16	492	Northern New Hampshire	3,068,400		605,962	3,068,400	145,400	140,453	3,674,262	82.2	352,640	681,301	242,997	8	111		
NEW JERSEY.																							
31 Dec. '86	64.2	11.0	8.1					Belvidere Delaware	3,456,709			996,647	2,245,000	346,140	5,587,787	77.5		556,742	128,399				
31 Dec. '86	61.2	42.4	74.9		74	95	171	Camden and Amboy	10,099,601		4,351,251	7,987,412	10,073,137		18,060,549	124.2		5,607,632	1,444,705	15	129		
31 Dec. '86	60.2							Camden and Atlantic	1,931,434			1,001,996	1,034,776		2,944,201	60.2		399,975	129,869				
31 Dec. '86	74.0	12.9	74.0		65	62	1,071	Central of New Jersey	7,708,080	1,964,600	5,260,728	3,900,000	1,000,000	250,490	15,711,192	102.0	1,234,515	3,551,244	1,617,268	10	117		
31 Dec. '86	53.0				24	48	274	Morris and Essex	6,973,531	1,281,111	208,099	8,610,950		124,822	9,825,428	63.0	1,020,078	789,919	704,869	7	70		
31 Dec. '86	39.8				35	98	180	New Jersey	3,890,328	327,566	1,580,141	5,000,000			6,512,449	83.8	688,632	1,770,562	789,015	10	134		
31 Dec. '86	21.3				2	6	17	Northern New Jersey	487,803			158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961				
31 Dec. '86	65.0	16.0						Raritan and Delaware Bay	4,095,592			2,530,700	1,662,800	920,447	4,983,947	81.0		336,651	osa		65		
31 Dec. '86	18.2							Warren	2,000,000		60,060	1,647,650	511,400		2,659,050	18.2		451,297	154,045	7	91		
31 Dec. '86	35.3							W. St. Jersey	1,219,000		454,219	731,050	1,010,100		1,741,560	61.0		265,420	69,712	29			
NEW YORK.																							
30 Sep. '86	95.5		7.4	61.5	12	12	216	Albany & Susquehanna	4,235,598	543,099		1,675,138	2,114,000	19,643	4,628,691	95.5	101,672	385,199	100,002	13	108		
30 Sep. '86	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,569,088			960,000	2,380,000		Leased to Erie R. Co.			283,100					
30 Sep. '86	83.3		20.0		28	28	738	Buffalo and State Line	2,277,538	506,576		2											



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.				Dividends.				
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
PENNSYLVANIA.																								
31 Jan. '66	44.0			133.0	13	11	113	Allegheny Valley	2,850,723	232,046	293,573	1,948,400	614,000	513,542	2,877,842	44.0	134,201	356,277	123,892		18			
31 Oct. '66	387.0	6.0	81.0	14.0	150	108	3,246	Allegheny Valley	56,357,500		83,348	29,564,406	29,969,800	1,156,819	80,721,124	507.0	2,041,771	4,833,430	1,476,030		13			
31 Oct. '66	65.0	2.5	4.5		21	9	203	Catawba	3,634,000			3,250,000	266,000		3,634,000	67.5	227,645	447,052	120,541		8			
31 Oct. '66	74.0		6.3		15	12	130	Cumberland Valley	1,691,037			1,316,900	384,000		1,691,037	74.0	207,024	564,408	862,281		20			
31 Oct. '66	113.0		70.0		87	17	96	Del., Lackawanna and West'n	9,637,427	2,912,417		11,238,600	3,270,500	717,222	15,376,322	204.5	1,903,776	2,738,490	714,825		20			
31 Oct. '66	38.0	1.7	6.0		10	8	96	Del. Pennsylvania	1,342,081	227,659		654,400	574,900		1,564,740	38.0	199,412	446,078	237,034		5			
31 Oct. '66	78.0		16.0		18		620	Elmira and Williamsport	2,263,000	552,000		1,000,000	1,620,000		2,620,000	78.0	255,145	517,531	105,568		25			
31 Oct. '66	13.5		6.0					Erie and Northeast	700,000		30,000	600,000	400,000		1,000,000	13.5	168,323	620,438	160,700		7			
31 Oct. '66	81.6	2.0	6.2		15	11	446	Erie and Pittsburg	1,842,922	554,628	225,000	664,300	1,248,704	435,200	2,622,548	93.6	813,902	618,566	235,158		61			
31 Oct. '66	39.0	18.0	17.9					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550		oper. by Penn.	R.R. Co.	2,972		16			
31 Oct. '66	32.0		1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,309,565	600,000	100,000	2,409,565	32.0	47,227	55,092	2,972		7			
31 Oct. '66	44.0	16.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498			685,130	1,462,140		2,188,498	59.7	194,232	250,900	53,556		29			
31 Oct. '66	80.0	2.0	13.5		21	61	278	Lackawanna and Bloomsburg	9,789,831	22,315		1,336,000	2,401,646	68,880	3,812,146	82.0	484,750	818,876	286,016		20			
31 Oct. '66	71.0	57.5	130.0		56	19	3,475	Lehigh Valley	9,941,432	3,052,790		9,408,200	1,477,000		12,994,232	138.5	1,078,411	3,718,030	2,260,027		51			
31 Oct. '66	23.0	6.0	8.0					Little Schuylkill	1,466,283		1,568,965	2,606,100	588,000		3,604,655	oper. by Reading	R.R. Co.	2,260,027			20			
31 Oct. '66	138.0		64.1					Mine Hill and Schuylk. Haven	3,740,800			3,775,000			3,775,000						8			
31 Oct. '66	55.6	11.9	14.5		23	22	687	North Pennsylvania	5,764,963	666,222	467,050	3,150,150	3,124,737		6,887,235	67.5	345,588	902,213	382,500		29			
31 Dec. '66	354.8	38.3	46.2		452	240	7,979	Pennsylvania	26,462,634	3,371,215	15,238,686	20,000,000	18,038,200		44,251,544	365.5	7,080,020	16,533,833	5,967,520		9			
31 Oct. '66	17.0	8.0	19.2		19	42	119	Phila., Germant'n & Norrist'n	1,139,079	298,430	409,986	1,491,850	159,800		1,817,554	24.2	274,879	606,346	247,446		9			
31 Dec. '66	287.5		63.3					Phila. and Sunbury	17,969,735			5,683,740	18,000,000		609,180,430	287.5	1,424,110	2,541,062	454,077		10			
30 Nov. '66	147.0		25.4		267	11	8,043	Philadelphia and Reading	10,868,403	3,765,774	2,399,368	22,742,867	6,719,562		32,577,548	274.8	4,361,336	10,939,819	6,016,631		10			
31 Oct. '66	26.5		30.0					Philadelphia and Trenton	1,369,284			1,099,120	200,000		1,641,607	26.5	195,478	849,446	316,764		16			
31 Oct. '66	96.0		105.0		50	72	943	Phila., Wilmington and Balt.	10,469,300			9,019,300	1,450,000		10,469,300	107.0	880,320	2,470,958	1,057,687		10			
31 Oct. '66	58.4		90.6	14.2	82		22	Pittsburg and Connellsville	2,432,038	229,768	229,792	1,776,120	1,600,000		3,349,237	70.9	324,068	539,109	245,966		10			
31 Dec. '66	468.5	138.1	189	121	229		829	Pittsburg, Ft. Wayne & Chicago	24,283,747		2,673,792	9,940,988	12,568,500	1,062,348	26,927,540	468.5	4,945,113	7,467,217	2,319,531		10			
31 Oct. '66	28.0		5.0					Shamokin Valley & Pottsville	1,569,450			869,450	700,000		1,669,450	28.0	149,055	348,138	130,892		41			
31 Oct. '66	24.1		4.0		8	13	458	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	992,600	113,865	1,760,591	24.1	144,402	367,610	143,560		40			
31 Oct. '66	36.6		4.7		8	8	253	Tioga	826,367	247,245	22,301	549,400	316,000		1,095,913	36.6	120,064	264,123	123,812		25			
RHODE ISLAND.																								
31 Aug. '65	62.0		4.0		16	18	140	N. Y., Providence and Boston	2,568,000			1,755,281	600,000			62.0	340,000	625,641	169,823		12			
SOUTH CAROLINA.																								
31 Dec. '58	59.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266		1,099,536	51.9		283,263	151,536		6			
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000			109.6		841,190	125,871		9			
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000		3,454,546	164.5		841,190	125,871		9			
23 Feb. '67	102.0				11	8	105	North-Eastern	2,145,181		51,078	898,950	1,028,000		2,725,259	102.0	154,496	217,776	66,837		10			
31 Dec. '66	166.0	106.0			47	34	343	South Carolina	8,511,967		549,110	5,819,275	3,534,798		9,827,175	242.0		1,812,738	387,332		25			
TENNESSEE.																								
30 Sep. '60	47.6				17	11	200	Central Southern (Tenn.)	1,021,439	58,133		605,214	514,000		99,110	1,137,707	47.6		29,967	19,187				
30 June '66	30.0			1.8	15	8	185	East Tennessee and Georgia	3,399,984		824,263	657,700	2,175,500		541,863	4,224,247	130.3	139,332	331,871	161,014				
30 June '67	140.0				66	50	478	East Tennessee and Virginia	6,281,585	1,002,601	2,195,331	5,312,725	3,126,580		921,937	9,431,517	291.0	786,831	1,661,612	714,900				
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Charleston	2,259,287	141,144		670,000	1,361,000		145,000									
1859.....	100.0		30.6	55.8				Memphis and Ohio	2,000,000	100,500		298,721	740,000											
30 Sep. '66	99.2				12	7	92	Memphis, Clarkesv. & Louisv.	3,015,107			825,399	1,069,600		982,079	3,015,107	99.2		387,252	178,729				
1859.....	47.4		2.3		4	6	46	Mississippi and Tennessee	892,710	82,908		317,447	682,500		22,369		47.4	54,175	53,129	44,696				
1859.....	34.2		7.0		12	2		Mississippi Central and Tenn.	533,807	56,616		144,994	406,000		5,000		34.2	30,065	28,908	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	319	McMinnville and Manchester	3,632,382			2,065,544	1,731,000			149.7		784,115	337,834		6			
1859.....								Nashville and Chattanooga																
1860.....	45.8		4.2	11.7	5	6	32	Nashville and Northwestern	76,016	76,016		595,922	860,000		204,544		45.8	87,950	127,953	87,243				
1859.....	30.0		0.6	8.0				Tennessee and Alabama				216,982	413,000		408,477		30.0		1,248					
TEXAS, (all aided by State).																								
— '58	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0								
— '58	66.0			184.0				Galveston, Houston & Henderson								66.0								
— '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000		171,560	50.0	31,800	32,670						
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000		369,000	70.0	102,200	282,345	196,565					
— '59	25.0			110.0				San Antonio & Mexican Gulf								25.0								
VERMONT.																								
31 May '67	110.3		6.6		11	10	328	Connect. & Passumpsic Rivers	3,071,687		100,124	1,961,800	573,890	621,102	3,171,811	110.3	177,490	495,708	154,652					
31 Aug. '66	119.6		16.0		26	25	658	Rutland and Burlington	3,901,705	556,275		2,233,376	3,257,471	795,219	6,386,166	119.6	449,351	423,027	112,163					
31 Aug. '66	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000			1,206,683	62.5	126,761	185,474	67,785					
31 May '66	117.0	2.0	20.0		54	49	1,063	Vermont Central	3,402,055			5,000,000	3,500,000		8,500,000	117.0	1,030,304	1,477,782	334,236					
31 May '66	47.0	18.5	6.3					Vermont and Canada	2,250,000			2,												

## PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	---	---	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,840,400	6	8	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	23
Catawissa (preferred)	1,150,000	7	7	23
Chemung (guaranteed)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,925	7	7	62
Chicago & Alton (preferred)	2,425,400	7	7	131
Chicago & Northwestern (pref.)	14,789,125	7	7	72
Coechecho (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
(2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	3	60
Elmira, Jeff. & Canandaigua (guar.)	600,000	---	---	---
Elmira & Williamsport (preferred)	600,000	7	7	42
Erie (preferred)	8,336,910	7	7	74
Hannibal & St. Joseph (preferred)	5,263,866	7	7	62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Houstonville (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	600,000	7	7	---
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18
(2d pref.)	4,051,744	7	3	6
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,295	8	8	98
(2d pref.)	841,400	7	7	90
Milwaukee & St. Paul (preferred)	7,370,900	7	7	65
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,600,000	8	8	112
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranteed)	630,000	---	---	---
Paterson & Ramapo (guaranteed)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,651,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
(2d preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,561,314	7	7	---
(2d pref.)	908,425	7	7	---
Troy & Greenbush (guaranteed)	274,400	6	6	80
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,405,300	7	7	---
White Mountains (guaranteed)	300,000	6	6	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,557,343	6	J. & J.	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
"sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,700	7	J. & J.	1865	---
Interest Certificates	161,960	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,158	6	Qtrly.	1870	---
6 1/2 per cent. Loan	5,434,361	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1866	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	"	89	---
Boat Loan	232,807	6	"	90	---
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,901,670	6	M. & N.	1876	76
Susquehanna & Tide Water:					
Maryland Sterling Loan	518,000	6	J. & J.	1865	---
Md. str. loan converted	200,376	6	"	1878	56
Mortgage bonds	983,000	6	"	1878	---
Preferred Interest b'ds.	227,500	6	"	1878	---
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	16
West Branch & Susquehanna:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1872	75

## CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Share.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,243,563	35	---
Chesapeake and Ohio	100	8,226,695	---	---
Delaware Division	100	1,633,350	82	---
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,968,146	10	28
Lehigh Navigation	50	728,800	3	---
Monongahela Navigation	50	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	90
(pref.)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	12	---
(pref.)	50	2,888,988	20	---
Susquehanna and Tide Water	50	2,048,200	11	---
Union	100	---	---	---
Union (preferred)	50	2,787,000	4	---
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	87

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 8 cents per lb.	
Pig, Scotch, No. 1	per ton, 36 @ 38
Pig, American, No. 1	38 @ 40
Pig, American, No. 2	35 @ 36
Bar, Refined, English and American	36 @ 38
Bar, Swedes, assorted sizes	(gold), 92 50 @ 105
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast, (2d and 1st qty.)	per lb. 18 @ 23
English Spring, (2d and 1st qty.)	10 @ 12 1/2
English Billet, (2d and 1st qty.)	11 1/2 @ 20
English Machinery	15 1/2 @ 16
English German, (2d and 1st qty.)	14 @ 16
American Billet, "Black Diamond"	11 1/2 @ 17
American Cast, Tool, do.	21 @ 23
American Spring, do.	12 @ 15
American Machinery, do.	11 @ 14
American German, do.	11 @ 14
COPPER.—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 24 oz. per square foot, 3 cents per lb.	
Sheathing, New	per lb. 35 @ 38
Boils	35 @ 38
Brass, do.	35 @ 38
Sheathing, &c. Old	20 @ 22
Sheathing, Yellow Metal	28 @ 30
Boils, Yellow Metal	27 @ 28
American Ingot	22 1/2 @ 23
LEAD.—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 @ 6 50
Spanish	(gold) 6 45 @ 6 50
German Refined	(gold) 6 45 @ 6 75
English	(gold) 6 45 @ 6 87 1/2
Bar	(net) 10 50 @ 11
Pipe and Sheet	(net) 12 @ 13
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banco	(gold) per lb. 25 @ 26
Straits	(gold) 23 1/2 @ 24
English	(gold) 23 @ 24
Plates, I.C. Charcoal, p. box	7 50 @ 8 25
Plates, I.C. Ooke	6 50 @ 7 25
Plates, Coke Terne	@ 6 25 8 25 @ 8 50
Plates, Charcoal Terne	7 75 @ 8 10 50 @ 11 25
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	10 1/2 @ 11
Crude, 40 @ 47 gravity (in shipping order)	16 @ 17
Refined, free, S. W.	@ 43
Refined, in bond, prime L. S. to W. (110 @ 115 test)	@ 23
Refined, in bond, Standard White	@ 24
Refined, in bond, prime White	25 @ 26
Naptha, Refined, (60 @ 63 gravity)	31 1/2 @ 32
Residuum	per bbl. @ 3 50

New York Stock Exchange.  
Actual Sale Prices for the week ending Jan. 8.

	Th.2	F.3	Sat.4	M.5	Tu.7	W.8
Atlantic M. S. S. Co.	115	118 1/2	112 1/2	113	118	112 1/2
Boston, Hartford & Erie	---	---	18 1/2	---	---	---
California 7s	---	---	---	---	---	---
Canion Co.	50 1/2	50 1/2	49 1/2	49 1/2	49	49 1/2
Chicago & Alton	130	130	130 1/2	131	131	131
" pref.	---	---	131	---	---	---
" "1 M."	---	---	---	---	---	---
" "S. F."	---	---	---	---	---	---
" Inc. b'ds	---	---	---	---	---	---
Chicago, Burl. & Q.	---	---	---	138	---	---
" "8 p.c.	---	---	---	---	---	---
Ohio, & Northwest'n	58	58 1/2	60 1/2	59 1/2	59 1/2	59 1/2
" pref.	70 1/2	71	72 1/2	72 1/2	72 1/2	72 1/2
" "1 M."	---	---	86 1/2	---	---	---
" "2d M."	---	---	---	---	---	---
" "S. F."	---	---	---	---	---	---
" Consol.	---	---	82 1/2	---	---	---
Chicago & Rock Isl.	96 1/2	94 1/2	95 1/2	93 1/2	96 1/2	96 1/2
" "1st M."	---	---	---	---	---	---
Chl., R. I. & Pa. Tr. 1893	91 1/2	92	92 1/2	92 1/2	92 1/2	92 1/2
Clev., Col. and Cin.	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Clev. and Pittsburg	86 1/2	88 1/2	89 1/2	88 1/2	89 1/2	89 1/2
" "2 M."	---	---	---	---	96	---
" "3 M."	---	---	---	---	---	---
" "4 M."	---	---	---	---	---	---
Clev. and Toledo	98	98	98 1/2	99	99	101 1/2
" "S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref.	33 1/2	32 1/2	34	35	35	35 1/2
Del. & Hudson Canal	148 1/2	---	---	---	---	---
Del., Lack. & West.	---	---	---	---	---	---
" "1 M. S. p.c. '71-5	---	---	---	---	---	---
" "2 M. S. p.c. '81	---	---	---	---	---	---
Erie	72	72 1/2	73	72 1/2	73	74
" pref.	74 1/2	74 1/2	75	74 1/2	75	74 1/2
" "1 M. 7 p.c. '87	---	---	---	102 1/2	102 1/2	102 1/2
" "2 M. 7 p.c. '79	102	102 1/2	---	---	---	---
" "3 M. 7 p.c. '83	---	---	---	---	---	---
" "4 M. 7 p.c. '80	91 1/2	---	---	92	---	---
" "5 M. 7 p.c. '88	---	---	---	---	---	---
Hudson River	131 1/2	132 1/2	132 1/2	134	136	138 1/2
" "1 M. 7 p.c. '69	---	---	---	---	---	---
" "2 M. S. F."	---	---	---	---	---	---
" "3 M. 7 p.c. '75	---	---	---	---	---	---
Illinois Central	132 1/2	132 1/2	132 1/2	133	---	---
" bonds	---	---	---	---	---	---
Marietta & Cin. 1st pref.	16	16	17 1/2	19	19 1/2	---
" "2d	---	---	---	6 1/2	---	---
" 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	---	---	13	---	12 1/2	13 1/2
" pref.	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---
Michigan Central	107 1/2	106 1/2	106 1/2	107	107 1/2	---
" S.F. S. p.c. '82	---	---	---	---	---	---
" conv. S. p.c. '89	---	---	---	---	---	---
M. S. and N. I.	85	85 1/2	86	86 1/2	86 1/2	87
" "guar'd.	---	---	---	---	---	---
" "1 M. S. F."	---	---	---	---	96 1/2	---
" "2 M."	---	---	---	---	---	---
Mil. and P. du Chien	---	---	---	90	90	---
" 1st pref.	---	---	---	---	---	---
" "2d pref.	---	---	---	---	---	---
" "1st M."	---	---	---	---	---	---
Milw. and St. Paul	47 1/2	47 1/2	47 1/2	48 1/2	48 1/2	48 1/2
" pref.	63 1/2	64	64 1/2	65	65 1/2	65 1/2
" "1st mort.	84	84	85	85	---	---
" "2d mort.	---	---	---	---	---	---
Missouri 6s	96 1/2	96 1/2	96 1/2	97 1/2	99 1/2	102
" iss. to H. & St. J. R.	86 1/2	---	---	---	---	---
" Pacific	96 1/2	---	---	---	---	---
Morris and Essex	---	---	---	---	---	---
" "1st mort.	---	---	---	---	---	---
" "2d mort.	---	---	---	---	---	---
New York Central	117 1/2	117 1/2	118 1/2	118 1/2	118 1/2	119 1/2
" "7s. S. F. '78	---	---	---	---	---	---
" "7s. conv. '78	---	---	---	---	---	---
" "6s. S. F. '83	---	---	91 1/2	---	91	---
" "6s. S. F. '87	---	---	---	91	---	---
N. York & Harlem	---	---	---	---	---	---
" "pref."	---	---	---	112	---	---
" "1 M. 7 p.c. '73	---	---	---	---	---	---
" "3 M. 7 p.c. '67	---	---	---	---	---	---
N. Y. and N. Haven	138	---	---	---	---	---
North Carolina 6s	65	51	51 1/2	51 1/2	60	51 1/2
" ex-coupon.	---	51	51 1/2	---	---	---
" new	52	---	---	---	51 1/2	---
Ohio & Miss. cer.	29 1/2	30 1/2	30 1/2	30 1/2	32	31 1/2
" pref.	---	---	---	---	---	---
Pacific Mail S. S. Co.	113 1/2	114	113	112	112 1/2	114
Panama	---	---	---	---	---	---
Phila. and Reading	91 1/2	92	92 1/2	93 1/2	94	95
Pitta. Ft. W. & Chicago	97 1/2	97 1/2	97 1/2	97 1/2	98 1/2	98 1/2
" "1 M. 102s	---	---	---	---	---	---
" "2 M."	---	---	---	---	---	---
" "3 M."	---	---	---	---	---	---
Quicksilver Mining Co.	21	22	21 1/2	21 1/2	22	22 1/2
St. L., Alton & T. H.	---	50	---	52	---	52
" "pref.	70	---	---	71	---	---
" "1 M."	---	---	---	---	94	---
" "2 M. pref.	83	82 1/2	82 1/2	---	---	---
" Inc. b'ds	---	---	---	---	---	---
Tennessee 6s. 1890	---	61 1/2	61	60 1/2	60	61 1/2
" ex-coupon.	62	60 1/2	60 1/2	58 1/2	58 1/2	59
" new	60 1/2	---	---	---	---	---
Tol. Wab. & Western	42 1/2	44	43 1/2	43 1/2	44	44 1/2
" Pref.	---	64	---	---	66 1/2	66 1/2
" "1 M. ex.	---	---	---	---	---	---
" "2 M."	77 1/2	77 1/2	---	---	77 1/2	---
" Int. b'ds	---	---	---	---	---	---
Virginia 6s	---	---	45	45	45	45
" ex-coupon	46 1/2	---	---	42	---	---
" new	---	---	---	---	---	---



## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.S.	Sat.4.	M.6.	Tu.7.	W.8.
<b>FEDERAL STOCKS:</b>						
U. S. 5s, 1871, reg.						115
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1886, coup.						
U. S. 5s, 10-40s, coup. 101½	101½	101½	101½	102½	102½	
U. S. 5s, 10-40s, reg. 102	102	102	102	102	102	
U. S. 5s, 1881, reg. 108½	108½	108½	108½	108½	108½	
U. S. 5s, 1881, cou. 108½	108½	108½	108½	108½	108½	
U. S. 5s, '81, O.W.Ly.						
U. S. 5s, 1881, " 4½						
U. S. 5s, 1887, reg.						
U. S. 5s, 1888, reg.						
U. S. 5s, 1888, coup.						
U. S. 5s, 5-20s, reg. '82, 105½	105½	105½	105½	105½	105½	
U. S. 5s, 5-20s, c. '82, 108½	108½	108½	108½	108½	108½	
U. S. 5s, 5-20s, reg. '84, 105½	105½	105½	105½	105½	105½	
U. S. 5s, 5-20s, c. '84, 105½	105½	105½	105½	105½	105½	
U. S. 5s, 5-20s, reg. '85, 105½	105½	105½	105½	105½	105½	
U. S. 5s, 5-20s, c. '85, 105½	105½	105½	105½	105½	105½	
U. S. 5s, 5-20s, r. n. '85, 104½	104½	104½	104½	104½	104½	
U. S. 5s, 5-20s, c. n. '85, 104½	104½	104½	104½	104½	104½	
U. S. 5s, 5-20s, r. n. '87, 104½	104½	104½	104½	104½	104½	
U. S. 5s, 5-20s, c. n. '87, 104½	104½	104½	104½	104½	104½	
7.30 Notes, 2d series, 104½	104½	104½	104½	104½	104½	
" " 3d series, 104½	104½	104½	104½	104½	104½	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.S.	Sat.4.	M.6.	Tu.7.
<b>Canal</b>						
Del. Div. Canal						
Elmira & W'msport						
" " pref.						
" " 7s						
Lehigh Navigation	28	28½	28½	28½	28½	
" " 6s, '84						
Lehigh Valley R. R.						
" " 6s						
Little Schuylkill R. R.	27	27½	28	28½	28½	
" " 7s						
Minehill						
Morris Canal						
" " pref.						
" " 7s						
North Pennsylvania	33½	34	34	34	34	
" " 6s						
Northern Central	43	43	43	43	43	
Pennsylvania R. R.	62½	62½	62½	62½	62½	
" " 1st m.						
" " 2d m.						
Penn. State, 6s 1st series						
" " 6s, 2d series						
" " 6s, 3d series						
" " 6s, W. L. series						
Philadelphia City, 6s	100	100½	100½	100	100	
" " new						
" " munc.						
Philad. Germ. & Nor.	45½	45½	45½	45½	45½	
Phila. & Reading						
" " 6s, '88						
" " 6s, '70						
Philadelphia & Erie	28½	28½	28½	28½	28½	
" " 6s						
Philad. & Sunbury, 7s						
Schuylkill Navigation						
" " pref.						
" " 6s, '82						
" " 6s, '76						
" " 6s, '72						
Susq. Canal						
" " 6s, '78						
Union Canal, pref.						
" " 6s, '83						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse)						
Chestnut & Wal.						
Green & Coates						
2d and 3d streets						
Spruce & Pine						

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.S.	Sat.4.	M.6.	Tu.7.
<b>Baltimore City 6s, 1875</b>						
" " 1880						
" " 1870						
" " 1890						
" " 1893						
Balt. and Ohio	124					
" " b'ds, '82						
" " " '75						
" " " '80						
" " " '85						
Northern Central						
" " b'ds, 1885						
" " " 1900						
City Passenger R. R.						

## Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.S.	Sat.4.	M.6.	Tu.7.	W.8.
<b>Boston and Albany</b>	138½	138	138½	138½	138½	138
Boston and Lowell						
Boston and Maine	132	132	132	131	131	133
Boston and Providence						
Boston, Hartford & Erie	18½	18½	18½	18½	18½	18
Cheshire, pref.	61½	61				62
Concord						
Connecticut River						
Eastern, Mass.	108½	108½	108½	109	109	109½
Fitchburg						
Manchester & Lowell						
Michigan Central	107½			107½	111	
Northern, N. H.	111			111	111	
Ogdens & Lake Champ	83	83		84	85	
Old Colony & Newport	84	84	84	85	85	
Ph. W. & Baltimore	62	62	62	62	62	
Port'd, Naco & Porto	101½			101½	101½	
Vermont & Canada	94	94		95	95	
Vermont & Mass.	54	54	52½	53	53½	
Broadway (Horse)						
Cambridge				90½	90½	
Metropolitan	55½	55½	55½	55½	55½	
Middlesex						
Central Mining Co.						
Copper Falls				20	20	
Franklin				6½	9½	10½
Huron						
Isle Royale						
National						
Minnesota						
Powabie	4½	4½	4½			
Pittsburg					15	
Quincy						
Rockland				2½		

## London Stock Exchange.

The following were the closing prices for American Securities on the 13th and 20th Dec.:

	Closing Prices	Dec. 13.	Dec. 20.
United States, 5-20s, 6 per cent 1882	71½ @ 72½	71½ @ 72½	
Do. do. 6 do. 1884	70 @ 71	69 @ 71	
Do. do. 6 do. 1885	70½ @ 71½	70½ @ 71½	
Do. do. 6 do. 1888	87 @ 90	86 @ 89	
Virginia State, 5 per cent	48 @ 52	48 @ 52	
Do. 6 per cent	30 @ 32	30 @ 32	
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50	
Do. do., 2d mort., 1881	45 @ 50	45 @ 50	
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50	
Do. do., 2d mort., 1882	45 @ 50	45 @ 50	
Do. consol. mort. bonds, 1890	19 @ 20	19 @ 20	
Erie shares, \$100 (all paid) 8 p. c.	48 @ 49	49 @ 50	
Do. convertible bonds, 6 p. c.	67 @ 69	70 @ 72	
Do. 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66	
Illinois Central, 6 p. c., 1875	88 @ 92		
Do. 7 p. c., 1875	77 @ 79	77 @ 77	
Do. \$100 shares (all paid)	89½ @ 90½	89 @ 90	
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67	
Mich. Cen. convertible, 1889, 8 p. c.	68 @ 72	68 @ 72	
Do. S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70	
New York Central \$100 shares	65 @ 70	65 @ 70	
Panama R. R. 2d mort., 1872, 7 p. c.	104 @ 106	104 @ 106	
Penn. R.R. bonds, 2d mort. con. 6 p. c.	92 @ 94	92 @ 94	
Do. \$50 shares			
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83	
Do. with option to be paid in Phil.	81 @ 83	81 @ 83	

## American Railroad Journal.

Saturday, January 11, 1868.

## Stock Exchange and Money Market.

The Money Market has been much more liberally supplied with capital, since our last, chiefly because of the interest and dividend payments of the 1st inst., which have been unusually heavy, this year. Lenders have been more willing to aid all responsible borrowers, both for speculative and for mercantile purposes. The demand for accommodation has been somewhat brisker, chiefly from the street houses, for use at the Stock and Gold Boards, to whom money has been readily advanced at 6½, generally at 6 per cent. on call. Commercial paper has not been particularly abundant, and for prime to good grades, there has been a freer currency at 7½ to 8½ per cent. per annum. The Sub-Treasury, last week, reduced its cash balances \$6,684,818, nearly all of which represented disbursements on interest account. According to the last debt statement

of the Treasury Department, the cash reserve of the department was reduced \$3,976,217 in December, or to \$184,200,608 on the 1st inst., against \$183,176,821 on Dec. 1, and \$183,998,398 on Nov. 1, 1867. The reduction in December was exclusively in the currency line, amounting to full \$11,116,826, against a gain of \$7,739,608 in the coin reserve. Some \$53,346 worth (chiefly old and worn out notes,) of plain greenbacks was retired from circulation in December. Of matured compound interest notes, \$16,004,580 were redeemed; some \$10,410,000 by conversion into the three per cent. certificates, and most of the balance by direct purchase for cash. Of the 134¼ millions of cash in the Treasury on the 1st inst., 101¼ millions were in the Sub-Treasury vaults in this city. The city banks reported a marked increase in their resources, as the result of the past week's business. The actual increase in the deposits was \$8,357,000; in the legal tender reserve, \$1,453,000; and in the specie hoard, \$1,752,000. The loan averages were also augmented \$4,879,000. The specie reserve of the city banks is now \$12,724,614, against \$12,794,792 same time last year. The city bank deposits are now \$187,070,786, against \$202,538,564 week ending Jan. 5, 1867. The legal tender reserve amounts to \$62,111,201, against \$65,026,121 same time last year. The circulation now stands at \$34,184,391, against \$32,762,779 same time last year. The loans are now \$249,741,297, against \$257,852,460 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$96,653,261 a day, against a daily average of \$74,856,717 the preceding week, and \$78,858,584 the week ending with Dec. 21. The current week's exchanges average about \$92,960,920 a day. The city banks, last week, gained \$1,453,269 of legal tender, and \$8,357,595 of deposits, and \$1,752,645 of specie. They increased their loans, \$5,120,985; and reduced their circulation, \$9.

The Philadelphia Bank movement the past week shows a increase in loans, of \$734,035; an increase of \$39,165 in specie; an increase in legal tenders of \$174,941; an increase of \$1,821,049 in deposits; and an increase of \$6,404 in circulation. The Bank Clearings show an increase of \$8,057,238, and the balances, an increase of \$1,125,546.

National Bank notes to the amount of \$74,770 were issued last week, making the total issue to 1,673 banks thus far, \$305,560,931, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$5,726,955, leaving, with the existing 1,639 banks, (having an aggregate capital of \$424,394,861,) an actual circulation at this date, of \$299,833,976. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,942,750; and for the public deposits, \$37,817,950—making a total of \$378,760,700. The Treasury Department last week redeemed and destroyed \$391,400 of worn and mutilated fractional currency, and issued \$434,000 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 4, were \$12,582,647, including \$1,158,796 from customs duties; payments, \$19,267,465, including \$6,491,000 of coin interest; balance at the close of the week, \$97,564,723, against

\$104,240,547, at the close of the preceding week, showing a decrease of \$6,684,818. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$4,088,716 including \$314,626 from customs; and payments, \$4,490,436; on Tuesday, receipts, \$1,677,848 including \$437,000 from customs, and payments, \$1,244,343. The balance at the close of business on Tuesday stood at \$97,596,514, against \$101,688,223 a week previous; and \$103,565,841 on Dec. 22.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 4, was \$242,733,660; aggregate redemptions, \$208,578,000; leaving outstanding certificates to the amount of \$34,155,660.

Government revenues have been more liberal, since our last, in the line of both excises and customs. The excises, last week, yielded \$6,251,172, against \$2,225,000, the preceding week; customs at the port of New York \$1,158,796, and at the outports, about \$370,000 (in coin) more, making the grand total income for the week equal about \$8,553,547 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$107,000,000.

Government received \$7,194,910 from customs, through the port of San Francisco, from Jan. 1, to Dec. 8, 1867.

The Gold Market has been more than usually brisk and buoyant, since our last. The speculative inquiry has been very much more confident. Inflation reports and rumors from Washington are talked of as the stimulating cause of the active call and sharp advance. The export call has been moderate. There has been some increase in the customs demand. The range of the week's sales has been from 134½ up to 137½. Wednesday's business was on a less firm basis; the opening figure on that day having been 137½, the lowest quotation 136½, and the latest price 136½. The specie exports on Wednesday were \$1,435,000, full two-thirds of which amount were in the form of double eagles. The Treasury Department increased its coin reserve in December, \$7,739,608, or from \$100,690,645 Dec. 1, 1867, to \$108,430,253 Jan. 1, 1868. Of the latter amount, private depositors owned \$20,104,580, represented by outstanding coin certificates. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$159,550, against \$12,233 same time last year. The customs demand for Gold last week, averaged \$231,759 a day; thus far, this week, it has been equal to \$373,813 a day, or equal to a weekly aggregate of \$2,242,878. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$159,550, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The total receipts of California gold at this port in 1867, was \$27,677,556, against \$42,740,913 in 1866, showing a decrease in 1867, of \$15,063,357. The exports of specie from this port, last

week, were \$2,787,143, against \$784,512 same week last year. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$6,491,000, against \$3,934,000 same week last year. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 8, 1867, reached \$37,942,266, against \$40,861,469 same time in 1866, showing a decrease, in 1867, of \$4,289,204.

Foreign exchange has been more abundant and in less request, since our last, closing rather languidly. Bankers' 60 day bills on London closed on Wednesday at 109½@110½, and on Paris to 5.13½@5.12½; sight bills on London to 110½@110½, and on Paris to 5.11½@5.10. The offering of produce bills have been moderate, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,500,234, against \$3,716,624 same week last year. The total value of exports of produce and merchandise in 1867, was \$189,688,044, against \$192,329,554 in 1866.

Government securities have been in much better demand, chiefly for investment purposes, since our last, and prices have favored sellers, the market closing firm and buoyant, as a rule. Six per cent. 1881 bonds have been in more request. Nearly a million of these were added to the outstanding issue in December, the aggregate being now \$283,676,600 against \$282,731,550 a month ago. Five Twenties, however, have been in most favor, with both home and foreign buyers. The outstanding volume of the Five Twenties was augmented to the extent of \$49,392,200, in December, exclusively in the form of the consolidated issue of 1867. The aggregate is now up \$1,373,804,750 against \$1,324,412,550 on the 1st ult. Ten Forties are again attracting the attention of purchasers. The aggregate issue of these bonds is now \$603,050 less than it was a month since. There has been a fair call for Seven Thirties, of which the Treasury Department redeemed in December by conversion or direct purchase, some \$47,318,650, reducing the outstanding aggregate to \$238,268,450 or nearly six hundred millions less than the original grand total issue of 830 millions.

U. S. sixes of 1881 closed here on Wednesday at 108½@108½; U. S. Five-twenties of 1862, 108½@108½; U. S. Five-twenties of 1864 at 106@106½; U. S. Five-twenties of 1865 at 106½@106½; U. S. Five-twenties of 1865, consolidated, 104½@109½; U. S. Five-twenties of 1867, 104½@105; U. S. Ten-forties at 102½@102½, and U. S. Seven-thirties at 104½@104½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¾ of 1 per cent. on these figures:

May, 1865 ..... 117½ | September, 1865.. 116  
August, 1865.... 116¾ | October, 1865.... 115¾

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 24.	Dec. 31.	Jan. 8.
Consols.....	92½	92	92½
U. S. 5-20's of 1862....	72½	72½	71½
Erie.....	49½	48¾	48¾
Ill. Central.....	87¾	80¾	88½

The railway and miscellaneous general stock

market has been much more active, since our last, speculative demand having grown rapidly, under the fostering influence of the prevailing ease in money. Prices have generally advanced, closing, as a rule, firmly on Wednesday.

Business in Produce and Merchandise has been on a somewhat more extensive scale, since our last. Breadstuffs have improved in price, and have been in good request for home use and shipment. Provisions have been held with more firmness, though they have been only moderately dealt in. Cotton has been fairly active but variable in price, closing heavily at 16 cents for middling uplands, per lb. The stock of cotton now here is estimated at about 57,500 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 862,000 bales, against 770,000 bales same time last year; exports, same time, 453,000 bales, against 300,000 bales same time last year; stock on hand at latest dates, 327,000 bales, against 506,000 bales same date last year. At the auction sale of Scranton Coal on Wednesday, 40,000 tons were disposed of to a less spirited company of buyers at less buoyant prices, ranging from \$3.57½@5.27½ per ton of 2,240 lbs. delivered at Elizabethport N. J. At the Live stock markets this week beves have been in fair request and buoyant in price at from 12@20c., as extremes. Calves, at from 8@13c. Sheep, at from 4@7½c. Lambs, at from 5@7½c. Swine, at 7½@7¾c. per pound, all live weight. The week's receipts have been 3,567 beves, 446 veal calves, 8,075 sheep and lambs, and 13,584 swine. In foreign merchandise trade has not improved much, in the wholesale line. Groceries have been in moderate request. Metals have been inactive. Dry Goods have have been rather sparingly sought after. Prices of most articles have been quoted about the same. The total imports of foreign dry goods, last week, were \$753,265, and the total amount marketed \$555,524. The value of foreign merchandise imported last week, was \$2,342,377—making the grand total specie value of last week's imports of dry goods and merchandise, \$3,095,642, against \$1,453,493, same week last year. The aggregate for the year 1867, was \$242,478,575 against \$277,043,050 in 1866. The ocean freight market has been moderately active and buoyant since our last. For Liverpool we quote flour at 2s. 3d. @2s. 6d. per bbl.; grain at 6¼d. @7½d. per bushel; cotton at ½d. @¾d. per lb.; and heavy goods at 20s. @40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 523.

The New York exports, exclusive of specie, for the week ending Jan. 7, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,716,624	\$2,500,234

The balance in the Sub-Treasury on Wednesday was \$94,871,615 03.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Illinois coupon bonds 1879, 99½; Great Western R. R. 2d mort., 70; Toledo, Peoria and Warsaw 1st mort., 77; New York and New Haven R. R. 6s, 96½; Toledo and Wabash Equipment bonds, 66; Sixth Avenue R. R., 120; Indianapolis and Cincinnati R. R., 60; New Jersey R. R., 134½; Hannibal and St. Joseph R. R., 54; do., pref., 62; Cleveland, Painesville and Ashtabula, 101; New Jersey Central R. R., 117; Del., Lack. and Western scrip, 107½; Dubuque and Sioux City R. R., 39; N. Y. State. Bounty Loan, reg., 105¾; do., coupon, 105½; Georgia 7s, ex-int., 81½; Indiana 5s, ex-int., 92½; Brooklyn 6s, W. L., 98; Wells-Fargo Express, 46; Adams' Express, 76½; Merchants' Union Exp., 37½; Am. Exp., 73; U. S. Express, 77¾; Boston Water Power Co., 22½; American Coal, 49; Western Union Telegraph, 38½; do., bonds, 80; St. Nicholas Bank, 106½; Central National Bank, 102½; Bank of Commerce, 115; Ninth National Bank, 100½; Phoenix Bank, 104; Metropolitan Bank, 126; Fourth National Bank, 103; Bank of Commonwealth, 104; Bank State of New York, 106; Bank of Republic, 111½; Alameda Silver, 0.90; American Flag, 0.45; Benton Gold, 0.45; Black Hawk, 6.25; Corydon, 0.45; Consol. Gregory Gold, 5.55; Davidson Copper, 0.45; Edgell Mining, 3.40; Gunnell Union, 1.00; Harmon G. & S., 9.75; Holman Gold, 0.11; La Crosse Gold, 0.50; Liberty Gold, 0.03; Montana Gold, 0.16; New York Gold, 0.90; Nye Gold, 0.03; New York and Eldorado, 1.40; Quartz Hill Gold, 1.25; Rocky Mt., 0.40; Rutland Marble, 12.00; Smith and Parmalee, 3.35; Texas, 0.10; Wallkill Lead, 0.63; Rynd Farm petroleum, 0.60; United States, 2.25; Bennehoff Run, 2.00.

**Philadelphia.**—Lehigh Coal and Navigation 6s, gold loan, 86¼; West Jersey R. R. 6s, 86; Warren and Franklin 7s, 77½; Schuylkill Navigation Boat Loan, 73; West Branch Canal bonds, 88; West Pennsylvania R. R. 6s, 75; New Jersey State 6s, reg., 100¼; Penn. State coupon 5s, 97; Chesapeake and Delaware Canal, 35½; Big Mt. Coal, 4½; Green Mt., 2¾; N. Y. and Middle Coal Fields, 2½; Keystone Zinc, ½; Green and Coates streets R. R. 7s, 90; Germantown R. R., 25¾; Westchester R. R., 18; Ocean Oil, 3¼; Mechanics' Bank, 30½; Commercial Bank, 56; Girard Bank, 56; Farmers' and Mechanics' Bank, 181; Consolidation Bank, 42. The latest quotations are: City 6s, 96½@97; do., free of tax, 100½@100¼; State 5s, reg., 98½@—; do., coupon, 95@96; do., 6s, W. L., 103@103½; Reading, 47½@47¾; do., 6s, 1870, 96½@96¾; do., bonds, 88@—; Camden and Amboy, 129¼@129½; do., mort. 6s, 1889, 93@94; do., 1883, 87¾@88¼; Penn. R. R., 51½@52; do., 1st mort., 98@98½; do., 2d mort., 93½@94; Little Schuylkill R. R., 29½@29¾; Morris Canal, 28@32; do., pref., 90@90½; do., bonds, 83@93; Wyoming Valley Canal, 28@27¼; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 55@56½; Sch. Nav., 10@11½; do., pref., 20@21; do., 6s, 1882, 70½@70¾; Union Canal bonds, 16@17; Delaware Div. Canal, 51@53; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 29@30; do., bonds, 1884, 84¼@84½; North Pennsylvania, 33@33½; do., 6s, 86½@86¾; Philadelphia and Erie, 28@28¼; do., 6s, 92¾@93; Minehill, 57½

@58; Catawissa, 8@18; do., pref., 23½@23¾; Lehigh Valley, 50½@51; do., bonds, 92@92½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@74½; West Philadelphia, 64@68; Spruce and Pine, 26@26; Green and Coates, 30@31; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18½@19½; Girard College, 26@28; Tenth and Eleventh, 63@66; Union, 35@37½; Hestonville, 10½@10¾.

**Boston.**—Old Colony and Newport 6s, 95; Boston, Hartford and Erie 7s, 62½; do., new bonds, 45; Boston, Concord and Montreal 7s, 100; Vermont Central and Vermont and Canada 8s, 1877, 101; Western R. R. 6s, 1875, 97¼; Vermont Central 2d mort., 25½; N. J. Central 6s, 1883, 91; Vermont Central 1st mort., consolidated, 62; Granite Railway, 49¾; Vermont Central, old, 1¼; Indianapolis and Cincinnati, 23½; Conn. and Pass. Rivers, 80; Troy and Greenbush, 46; Rutland pref., 70; Boston Water Power Co., 32½; Cary Land Co., 7¾; Boston and Roxbury Mill, 49; Ophir (N. S.) 155; New Hampshire 6s, 1871, 98¾; Massachusetts 6s, 1876, gold, 116; do., 6s, 5-20s currency, 102½; Maine 6s, 99; Vermont 6s, 1871, 98¾; Cook Co., Ills., 7s, 94¼; Bath 6s, 1890, 90; Lynn 6s, 1885, 98¾; St. Louis 6s, 1874, 94; do., 1877, 83; Chicago 7s, 1896, municipal, 94¼; do., 1892, W. L., 95; do., sewerage, 95; Boston 5s, 1882, gold, endorsed, 107½; do., 1876, gold, 105½; do., July, 1869, 122¾; Portland 6s, 1887, 93½; Cambridge Gas, 114¾; State National Bank, 104½; National Bank of Commerce, 117; Hide and Leather National Bank, 142; Everett National Bank, 104¾; Boston National Bank, 117½; Globe National Bank, 125½; Columbian National Bank, 116½; Merchants' National Bank, 115½; Blackstone National Bank, 126½; New England National Bank, 125½; North National Bank, 112; Tremont National Bank, 118; Exchange National Bank, 142½; Eliot National Bank, 105¾; Atlantic National Bank, 121¼; Traders' National Bank, 97¾; Market National Bank, 104; Allouez Mining Co., 2½; Concord, 2½; Hancock, 5¾; Humboldt, 52c; Hanover, 50c; South Side, 50c.

**Baltimore.**—Virginia 6s, reg., old, 37; Baltimore City 6s, 1873, 97; Marietta and Cincinnati 1st mort., 88½; do., 2d mort., 55; Central Ohio R. R., 31; do., 1st mort., 85; Atlantic Coal, 0.74; Mineral Hill, 0.28; Bank of Baltimore, 103; Commercial and Farmers' Bank, 40; Union Bank, 57; Third National Bank, 100; Mechanics' Bank, 10; Second National Bank, 99½. The latest quotations are: Balt. and Ohio, 124¼@125; do., 6s, 1875, 96¼@96½; do., 1880, 96¼@96½; do., 1885, 98@—; Northern Central, 43@43; do., bonds, 1885, 84@85; do., 1900, 84½@85; N. W. Va., 17½@18; do., 1st mort., 90@93; do., 2d mort., 92@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 88@88½; do., 2d mort., 55@55½; Central Ohio, 31¾@31½; do., 1st mort., 85@86; Western Md. 6s, 1890, 72½@73¾; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98¼@98½; do., 1886, 97@97; do., 1890, 98¼@98½; do., coupon, 100@—; do., Park, 97½@98¾; do., 1893, 90@94; do., 5s, 1888-70, 79@80; City Passenger R. R., 18¼@19; Canton Co., 48½@49½; Gardner, 1.00@1.05; Am. Gas

Coal, 0.15@0.19; Maryland Anthracite Coal, 20 4¼; George's Creek, 55@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.25@0.40; Atlantic Coal, 0.70@0.90; Mineral Hill, 0.25@0.32; Baltimore Coal, 290@—.

#### American Natural Lubricating Oils.

We invite attention to the advertisement of the Volcanic Oil and Coal Co. in another column. These Natural Oils are not put upon the market in the condition in which they are pumped from the earth, but, by a mechanical process, are rendered entirely free from all grit, gummy or paraffinous deposits and water; so that the company are prepared to guarantee them, under all circumstances, as to uniformity of grade and cleanliness.

The Volcanic Oil and Coal Company, of West Virginia, produce a greater variety of oils than any other company in that State, (whence all oils of this nature come,) hence they are prepared to furnish the different grades suited to every kind of machinery, light, medium or heavy, insuring the most economical results in lubrication.

Pamphlets containing full information in relation to these oils can be had upon application to S. St. John, 7 Broadway, New York, who is Agent for the company.

#### Atlantic and Great Western Railway.

The annual election for directors of this company took place in Meadville, Pa., on the 7th inst., and resulted in the choice of the following gentlemen: Hon. Henry G. Stebbins, John S. Eldridge, Gen. A. S. Diven, T. W. Kennard, E. F. Satterthwaite, W. A. O'Doherty, Samuel Wann, John Gardner, C. E. E. Blakesley, Gen. Rush C. Hawkins, Timothy G. Churchill, John D. Lawson, Alexander McAndrew, Mortimer L. Mackenzie, New York: T. Haskins Dupuy, Tatlow Jackson, Philadelphia: Charles Day, Henry Martin, Buffalo: Jacob Riblet, Galion, Ohio: Jacob Crall, Ashland, Ohio: Wm. Lee Randolph, N. Y.

The Board organized by electing Hon. HENRY G. STEBBINS, President, and T. HASKINS DUPUY, Vice-President.

#### Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company held in Cleveland on the 1st inst., the following gentlemen were elected directors for the ensuing year: J. N. McCulloch of Wells-ville; A. Stone, Jr., Cleveland; S. Witt, Cleveland; J. H. Wade, Cleveland; T. P. Handy, Cleveland; J. H. Banker, New York; James Steward, New York; H. C. Stimson, New York; Thomas Slocumb, New York; J. H. Devereux, Cleveland; B. F. Jones, Pittsburgh, and J. W. Calfaut, Pittsburgh.

At a subsequent meeting of the Board of Directors, the following officers were elected; J. N. McCulloch, President; J. H. Devereux, Vice-President; G. A. Ingersoll, Secretary.

The Dunleith and Dubuque Bridge Co. will receive proposals at their office in Dubuque, Iowa, until the 13th inst., for the construction of a bridge across the Mississippi river between Dubuque and Dunleith, and for connecting the west end of said Bridge with the Dubuque and Sioux City Railroad. For particulars, see Advertisement on page 51 of this week's issue.

The West Branch of the North Missouri Railroad was completed to Brunswick on the 28d ult.

## Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the fourth week in Dec., 1867, were .....\$97,428 00  
Corresponding week previous year .... 98,818 00

Decrease .....\$890 00  
The earnings of the Toledo, Wabash and Western Railroad for the 4th week of Dec., 1867, were .....\$111,517 17  
Same week in 1866..... 87,377 54

Increase .....\$24,139 69  
The earnings of the Chicago and Alton Railroad for the fourth week in December, 1867, were .....\$61,006 47  
Corresponding period previous year.. 69,183 74

Decrease .....\$8,157 27  
The earnings of the Chicago and Rock Island Railroad for the fourth week in December, 1867, were .....\$68,100 00  
Corresponding week of previous year.. 59,616 00

Increase .....\$8,484 00  
The earnings of the Chicago and Northwestern Railroad for 4th week in Dec., 1867..\$240,319 00  
Corresponding week previous year .. 204,623 00

Increase .....\$95,696 00  
The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Dec., 1867, were .....\$110,318 00  
Corresponding week of 1866..... 101,964 00

Increase .....\$8,354 00  
The earnings of the Detroit and Milwaukee Railroad for the week ending January 2, 1868, were .....\$24,558 00  
Corresponding week of 1867..... 24,865 00

Decrease .....\$307 00  
The earnings of the Marietta and Cincinnati Railroad the 4th week in Dec., 1867..\$35,148 00  
Corresponding week previous year.... 32,466 00

Increase .....\$2,682 00

## Exports of Petroleum from Philadelphia.

The following is a statement of the destination, quality and value of the Petroleum exported from Philadelphia during the year 1867, also a comparison with previous years:

	Gallons.	Value.
Great Britain.....	6,074,040	\$1,796,038
Antwerp.....	7,966,514	2,278,789
France.....	4,264,725	1,128,315
Bremen.....	4,302,377	1,147,608
Hamburg.....	985,958	254,131
Prussia.....	668,440	181,414
Spain.....	169,830	48,233
Russia.....	696,315	184,423
Portugal.....	118,055	31,901
Sweden.....	82,654	10,940
Rotterdam.....	1,838,502	520,261
Italy.....	1,897,955	404,900
West Indies.....	186,030	66,285
Total, 1867.....	28,751,445	\$8,053,233
" 1866.....	26,836,088	11,274,597
" 1865.....	12,032,934	6,441,274
" 1864.....	7,566,925	4,294,724
" 1863.....	4,930,708	1,382,080

Messrs. Williams and Page have admitted Mr. Allan J. Chase as partner in their firm. The business will be conducted as heretofore, at 91 Water street, Boston, under the style of Williams, Page & Co.

The Portland and Rochester Railroad is graded to Quaker Pond, within two miles of Alfred, and all but three miles are gravelled. The track will be laid in the spring.

## Imports of Dry Goods.

The imports of foreign dry goods at the port of New York for each month of the years 1866 and 1867, are officially stated as follows:

	1866.	1867.
January.....	\$15,769,091	\$11,928,872
February.....	16,701,578	9,786,615
March.....	15,833,278	10,227,579
April.....	7,336,564	5,274,455
May.....	7,299,112	5,436,451
June.....	6,775,214	4,245,318
July.....	10,727,463	6,532,575
August.....	14,870,338	12,608,019
September.....	9,175,875	7,351,223
October.....	8,485,550	5,382,793
November.....	7,259,236	4,397,898
December.....	5,989,731	3,092,350
Total.....	\$126,222,855	\$86,263,643

The following will show the relative proportion of the different classes of fabrics:

	1866.	1867.
Manufacturers of wool.....	\$50,405,179	\$31,357,838
" cotton.....	21,287,490	15,800,894
" silk.....	24,837,734	18,565,817
" flax.....	20,456,870	12,949,561
Miscell's dry goods.....	9,235,582	7,589,538
Total imports.....	\$126,222,855	\$86,263,643

The value of foreign dry goods entered directly for consumption at the port of New York is as follows:

	1866.	1867.
January.....	\$10,738,030	\$5,836,470
February.....	11,979,918	6,125,167
March.....	10,548,433	6,428,343
April.....	4,966,626	3,305,827
May.....	4,850,893	3,384,643
June.....	3,873,573	2,374,570
July.....	7,862,548	3,724,269
August.....	9,096,621	8,782,015
September.....	6,348,181	5,908,490
October.....	5,462,752	3,297,079
November.....	3,788,539	2,903,081
December.....	2,417,692	1,585,591
Total.....	\$81,933,706	\$53,605,545

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1866.	1867.
January.....	\$5,031,061	\$6,092,402
February.....	4,721,860	3,661,448
March.....	5,284,840	3,799,286
April.....	2,369,038	1,968,628
May.....	2,448,219	2,051,808
June.....	2,901,671	1,879,743
July.....	2,864,915	2,808,306
August.....	5,773,817	3,826,004
September.....	2,827,494	1,412,733
October.....	3,022,798	2,085,714
November.....	3,470,897	1,494,317
December.....	3,572,039	1,556,759
Total.....	\$44,289,149	\$32,658,098

The value of foreign dry goods withdrawn from warehousing at the port of New York, is as follows:

	1866.	1867.
January.....	\$3,775,612	\$3,060,973
February.....	3,238,900	7,009,274
March.....	3,943,181	6,942,758
April.....	3,569,177	2,652,699
May.....	2,351,454	2,255,601
June.....	3,104,174	1,338,874
July.....	2,220,508	1,254,419
August.....	5,512,279	5,731,940
September.....	3,708,415	3,243,421
October.....	1,983,305	1,851,593
November.....	1,945,666	1,515,484
December.....	1,289,565	780,394
Total.....	\$36,653,236	\$37,637,430

The total imports of foreign dry goods at New York, since 1850 compare as follows:

Year.	Invoiced Value.	Year.	Invoiced Value.
1850.....	\$60,106,375	1859.....	\$113,152,624
1851.....	62,846,731	1860.....	103,927,100
1852.....	61,654,144	1861.....	43,636,689
1853.....	93,704,211	1862.....	56,121,227
1854.....	80,842,936	1863.....	67,274,547
1855.....	64,974,062	1864.....	71,589,752
1856.....	93,362,893	1865.....	91,965,138
1857.....	90,534,129	1866.....	126,222,855
1858.....	60,154,509	1867.....	86,263,643

## Journal of Railroad Law.

COMMON CARRIERS MUST PROVIDE SAFE CARS FOR CATTLE—MEASURE OF DAMAGES.

The facts in the late case of Chester Smith vs New Haven and Northampton R. R. Co., (12 Allen 531) were that the defendant received of plaintiff eight cattle at Northampton for transportation on their own and connecting roads to New York. On Saturday the cattle were taken on board a train which reached New York the same night. Five arrived safely. When the train reached Westfield—about 20 miles from Northampton—it was discovered that the barriers of a door of the car in which the cattle were confined, were broken, and three of the cattle were missing. However, these were forwarded somewhat injured by the next train which reached New York on Monday night. The market value of the cattle in New York was less on Tuesday than on Monday.

The action was brought against the defendants as common carriers, to recover damages for this failure to transport safely and reasonably three fat cattle.

The defendants on the trial contended that they used due care, and that the injury was occasioned by the viciousness and unruliness of the cattle. On this point there was conflicting testimony.

The Jury returned a verdict for the plaintiff.

FOSTER, J.—In this action against a railroad company for injuries received by cattle, while being transported to market, it appeared that when the train arrived at Westfield, the barriers of a car door were found to be broken down and three of the cattle were missing.

The defendants requested the presiding Judge to rule, that if the corporation used due care, and the injury was occasioned by the unruliness of the cattle, the plaintiff could not recover. This instruction was properly refused.

The common law liability of a carrier for the delivery of live animals, is the same as that for the delivery of the merchandise. Upon undertaking their transportation, he assumes the obligation to deliver them safely against all contingencies, except such as would excuse the non-delivery of other property. *Wilson vs. Hamilton* 4 Ohio (N. S.) 722. *Palmer vs. Grand Junction Railway* 4 M. & W. 749. *White vs. Winnissimmet Co.*, 7 Cush. 155.

To this general rule there is an apparent exception, supported by authority, and which we adopt, that the liability of the carrier does not extend to injuries caused by the peculiar character and propensities of the animals to themselves or each other. Perhaps this qualification is in principle only an application to live freight, of the familiar rule which relieves the carrier from responsibility, where fruit perishes by natural decay, or the inherent defects of merchandise destroy its value. Although the carrier insures the arrival of the



property at the point of destination against everything but "the act of God and of public enemies," yet the condition in which it shall arrive there, must depend on the nature of the article to be transported. He does not absolutely warrant live freight against the consequences of its own vitality. *Hall vs. Renfro* 3 Met. (Ky.) 51; *Clarke vs. Rochester and Syracuse R. R.* 4 Kern. 570.

Vicious or unruly animals may injure or destroy themselves or each other; or frightened animals may die of terror, or starve themselves by refusing food, notwithstanding every precaution it is possible to use. For such occurrences the carrier is not answerable. He will be relieved from responsibility for casualties of this description, if he can show that he has provided all suitable means of transportation, and exercised that degree of care which the nature of the property requires. In arrangements and precautions to guard against injuries occasioned by the faults and vices of animals to themselves or each other, the carrier is bound to use an amount of diligence analogous to that required of passenger carriers in the transportation of human beings. But the sufficiency of a car door to resist the struggles of animals, however unruly, it is in the power of a railroad company to secure. And its obligation in this respect is not satisfied by furnishing a reasonably strong car. The company is bound to have one absolutely and actually sufficient. It is practicable to make a car so thoroughly strong that cattle cannot break it down and fall out. For any failure to do so the carrier is responsible.

We should have no difficulty in sustaining the verdict for the plaintiff, were it not broadly and unqualifiedly stated in the instructions given, that the defendant corporation was liable as a common carrier for injuries occasioned, by the viciousness and unruly conduct of the cattle. So far as the sufficiency of the car was concerned, we assent to this statement. In its application to unavoidable injuries done by the cattle to themselves or each other, we regard it as incorrect.

There are two other qualifications of the liability of common carriers which may be referred to, not because of any fact appearing in the present case, but for completeness of statement and to avoid misapprehension. Where the owner of animals or goods retains the custody of them during their transit, the carrier is not as absolutely liable as he otherwise would be. *White vs. Winnisimmet Co.* above cited. Also where the owner of animals or other property is aware of any circumstances, which render peculiar care and attention necessary to safe transportation, and which the carrier does not or is not presumed to know, he must give notice of such peculiarities, in order that suitable precautions may be employed. *Wilson vs. Hamilton* above cited.

Perhaps the facts at the trial furnished no room for the distinction, in consequence of the omission of which we are constrained to set aside the present verdict. But of this we cannot be sure, and on that narrow ground only the exceptions are sustained.

The rule of damages was accurately stated. If as we understand from the exceptions, the defendants received the cattle, knowing that they were designed to reach New York in season for a particular market day, the loss sustained by wrongful delay in transportation is the difference

in market value between the time when they ought to have arrived, and when they actually did arrive at the terminus of the road. Whether without such knowledge, in a case of unreasonable detention or delay, the rule would not be the same, we need not now decide.

Exceptions sustained.

#### The Public Debt.

The following is a comparative statement of the Public Debt of the United States December 1, 1867, and January 1, 1868:

DEBT BEARING COIN INTEREST.		
	Dec. 1, 1867.	Jan. 1, 1868.
Five per cent. bonds..	\$205,552,850.00	\$204,929,500.00
Six per cent. bonds of 1867 and 1868.....	14,690,941.80	14,690,941.80
Six per cent. bonds of 1881.....	282,731,550.00	283,676,600.00
Six per cent. Five-twenty bonds.....	1,324,412,550.00	1,373,804,750.00
Navy pension fund..	13,000,000.00	13,000,000.00
Total .....	\$1,840,367,891.80	\$1,890,102,091.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds..	\$18,601,000.00	\$20,713,000.00
Three-year compound interest notes.....	62,249,360.00	46,244,780.00
Three-year seven-thirty notes.....	285,587,100.00	238,268,450.00
Three per cent. certificates.....	12,955,000.00	23,265,000.00
Total .....	\$379,292,460.00	\$328,491,230.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867.....	\$2,855,400.00	\$2,022,950.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	7,965,760.00	9,952,910.00
Bonds of Texas indemnity .....	260,000.00	257,000.00
Treasury notes, acts July 17, 1861, and prior thereto.....	163,011.64	162,811.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863.....	868,240.00	716,192.00
Temporary loan....	2,890,900.55	2,674,815.55
Certificates of indebtedness .....	31,000.00	31,000.00
Total .....	\$14,178,363.83	\$15,871,640.83
DEBT BEARING NO INTEREST.		
United States notes..	\$356,212,473.00	\$356,159,127.00
Fractional currency..	30,929,984.05	31,597,583.85
Gold certificates of deposit .....	18,401,400.00	20,104,580.00
Total.....	\$405,543,857.05	\$407,861,290.85
Total debt.....	\$2,639,382,572.68	\$2,642,326,253.48
AMOUNT IN THE TREASURY.		
Coin.....	\$100,690,645.69	\$108,430,253.67
Currency.....	37,486,175.24	25,770,349.71
Total .....	\$138,176,820.93	\$134,200,603.38
Amount of debt less cash in the Treasury.....	\$2,501,205,751.75	\$2,508,125,650.10

By comparing this with the statement of December 1, it is shown that the debt bearing coin interest has increased \$49,734,200; the debt bearing currency interest has decreased \$50,801,230; the matured debt not presented for payment has increased \$1,693,277; and the debt bearing no interest has increased \$2,317,433 80—making the increase in the total debt since December 1, 1867, \$2,943,680 80. The amount of coin in the Treasury during the same period has increased \$7,739,607 98, and the amount of currency has decreased \$11,715,825 53—leaving the amount of debt less cash in the Treasury January 1, \$6,919,898 35 more than on December 1.

The Council Bluffs and St. Joseph Railroad is finished to Hamburg, Iowa.

#### Maine Railroads.

A correspondent of the *Boston Journal*, writing from Augusta, Me., says that during the past season several important surveys have been made of proposed routes, and the work of building has commenced. Probably the most important scheme that will engage the attention of the incoming Legislature will be that of consolidating and uniting in one corporation the Maine Central and Portland and Kennebec roads, which for two winters past has been attempted without success. A petition will be presented by the Directors of the European and North American Railway Company, asking that an act passed Feb. 20, 1866, authorizing the city of Bangor to loan its credit to the company, may be so modified as to limit the lien or security to be made or given to that city for the loan authorized by the act to a mortgage lien or security on the railway and franchise of the company between Bangor and Winn; also for an extension of time for the completion of the road from Bangor to a point ten miles above Milford depot. Application will be made for the charter of a railroad company to build a railroad or connect with the railroad now built or contemplated, so as to connect Rockland with Bangor by rail. This will command the traffic on the Penobscot river and bay, either by supplying the needed links in case the Belfast and Moosehead road shall be built, or by running the whole distance, and thus afford to Belfast railroad communication with both Bangor and Rockland. The road from Bath to Rockland will complete the shore road, so as to form a continuous line of railroad from Boston to Bangor. The Kennebec and Wiscasset Railroad Company will apply for authority to make its western terminus and connections with the Portland and Kennebec or Somerset and Kennebec roads at some point northward of Richmond, its present limit. A petition will be presented for the revival of an act incorporating a horse railroad company from the Bangor and Piscataquis Railroad to different state and iron works in Piscataquis county.

#### Useful Information for Railway Men.

We have received from the Ramapo Wheel and Foundry Co., a hand book of Useful Information for Railway Men, intended to bring prominently before the public peculiar advantages, and treating of most of the subjects bearing on railways and their construction. It was compiled by Mr. Wm. G. Hamilton, late Engineer of the Jersey City Locomotive Works, the agent of the Ramapo Wheel and Foundry Co., and will doubtless prove a valuable compendium to the railway community.

#### Cedar Rapids and Burlington Railroad.

The line of this road, which has recently been surveyed, crosses the Iowa River at Wapelle, over the old line of the American Central, thence via Grandview and Ononwa to the junction of the Iowa and Cedar Rivers, crossing the Cedar at a point near Brown's Ferry, making a common point with the previous survey at West Liberty. The grades were found favorable, and the work would not be heavy except at the crossings of the Iowa and Cedar Rivers.

The second vote on the question of subscribing \$2,000,000 to the Chesapeake and Ohio Railroad was taken in Richmond on the 31st ult., and resulted in favor of the subscription.

**Receivers of a Railroad not Common Carriers.**

The Burlington (Vt.) *Free Press* reports the particulars and decision of a railroad case, in which the receivers of the Vermont Central Railroad were sued as common carriers to recover the value of a car load of hay which was destroyed by fire while in their custody. The plaintiff claimed that the defendants agreed to carry the hay at a certain price, he furnishing box cars with covering to them; that the cars were furnished and the hay loaded. Before reaching St. Albans the defendants were notified that the hay was very near the engine and in danger of being destroyed by fire therefrom, but no heed was given to the notice, and the hay was burnt from that cause. The defendants denied their liability—that they are common carriers—or that they are trustees of, or are, in fact, the Vermont Central Railroad; but said that they are the receivers of the road, appointed such by the Court, were therefore officers of the Court, and, being such, they do not assume the duties and responsibilities of common carriers, and cannot be held liable as such. The Court sustained this view of the case, and ordered a verdict entered for the defendants.

**Middlesex Horse Railroad.**

The income of this company for the year ending Nov. 30, 1867, was as follows:

From passengers, and tickets sold....	\$186,444 27
From other sources.....	1,641 06

Total receipts..... \$188,085 33

The total expenses have been \$177,997 80, leaving \$10,087 53 as the net earnings for the year; adding to this the surplus of 1866, \$10,565 28, we have a total of \$20,652 76.

The whole number of miles run during the year was 553,343; cost per mile run 3.13 cents. Number of passengers carried 2,939,656; besides these there were 75,285 passengers carried in the Chelsea cars. The number of trips made was 98,409; the average number of passengers per trip was 29.87.

The business of the road has been steadily increasing for the past few years. The amount of receipts in 1865, when running over the same lines as during the past year, was \$173,212 44.

**Dubuque, Bellevue and Sabula Railroad.**

A company has been recently organized at Dubuque, Iowa, with W. H. Sheffield, Wm. Hyde Clark, W. W. Woodworth, T. C. Roberts, R. A. Babbage, and C. C. Gilman of Dubuque, and John Stewart of Bellevue, as directors. The object of this new company is to renew the work of the old Dubuque and Pacific Company, and complete it in the construction of the road, securing thus the grant of land, six sections per mile, amounting to something over forty thousand acres of land. To make the road available it is necessary to extend it to a connection with some road affording an eastern outlet. This connection is secured at Sabula, opposite Savanna. The distance to Tete des Mortes is eleven miles, nine miles further to Bellevue, and fifteen miles further to Sabula, so that the length of the road proposed by the Dubuque, Bellevue and Sabula Railroad Company will be about thirty-five miles. The officers of the new company are: C. C. Gilman, President, R. A. Babbage, Treasurer, and Captain Charles Collins, Secretary.

**Illinois and St. Louis Bridge Co.**

The Directors of this company are: Daniel R. Garrison, James Harrison, Charles P. Chouteau, H. C. Creveling, Luther C. Clark, J. R. Stanford, W. R. Morrison, David Gillespie, George Judd, R. P. Tansey, Robert M. Renick. The officers are: Daniel R. Garrison, President; James Harrison, Vice President; R. P. Tansey, Secretary and Treasurer; S. S. Post, Engineer. The office of the company is at 320 North Third Street, St. Louis.

The Shamokin (Pa.) *Herald* says that the Enterprise Railroad Company recently purchased the Big Mountain road and its laterals at the Buck Ridge colliery. The company has agreed to have the Enterprise road opened as far as the Buck Ridge colliery by the first of May next.

The Albany and Susquehanna Railroad has just obtained a new and powerful locomotive engine, No. 16. It was built in Scranton, and cost \$17,000.

Two hundred men have been put at work on the Fishkill end of the Boston, Hartford and Erie Railroad.



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This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile, while that of many eastern roads is over one hundred. Work in the rock-cuttings on the western slope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from \$16,000 to \$48,000 per mile, for which it takes a second lien as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

**EARNINGS OF THE COMPANY.**

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

**First Mortgage Bonds**

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay



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CLARK DODGE & CO., Bankers, 51 Wall st.,  
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds payable in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.  
November 23d, 1867.

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**Notice to Contractors.**

Proposals will be received by the Dunleith and Dubuque Bridge Company at their office, in the city of Dubuque, Iowa, after January 1st, and until January 13th, 1868, at 10 o'clock A. M., for the construction of a bridge across the Mississippi river between Dubuque and Dunleith, and for connecting the west end of said Bridge with the Dubuque and Sioux City Railroad.

The piers and abutments will be of first class masonry resting on piled foundations, capped with timber, except the east abutment, which will be on rock.

The superstructure will be entirely of Iron. The draw of all wrought iron, and the remainder of the bridge of all wrought iron except the top chord which may be of cast iron.

Proposals will be received on Post's, Pratt's Bollman's, Linville & Piper, or any other approved plan of superstructure, with some slight modifications.

No single bid will be received for the whole work. But they must be separate for the superstructure, for masonry, foundations, and protection to Draw Pier, and for the work connecting West end of Bridge with the Dubuque and Sioux City Railroad.

Plans and specifications for said work may be seen at the office of the company in Dubuque, Iowa, on and after December 16th, 1867, or information relative to the work may be obtained on application to the undersigned at Chicago, Illinois.

Materials for the construction of the Bridge will be transported free from Chicago and from other points on the Illinois Central Railroad to Dunleith.

Satisfactory security will be required for the faithful performance of the work.

The Dunleith and Dubuque Bridge Company reserve the right to reject any or all bids if deemed best for the interest of the company.

R. B. MASON,  
Engineer.

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The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS**, Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the **PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS**. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. Being **MIXED READY FOR IMMEDIATE USE**, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after **TEN YEARS** and found to be quite good and **READY FOR USE**. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. **IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS CHEAPER AND BETTER THAN ANY OTHER PAINT IN THE MARKET.**

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
New York Dec. 16, 1887.

THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.

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